

Application Reference Number:	2026/0641
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Application Type:	Permission in Principle
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Proposal Description:	Residential development up to 9 dwellings (Permission in Principle).
Location:	Land off Barnsley Road, Darton, Barnsley

Applicant:	Mr D Barlow
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Third-party representations:	Four	Parish:	None.
		Ward:	Darton West.

Summary:

This application seeks permission in principle for the erection of up to 9 dwellings on an existing enclosed paddock/field. The site is currently washed over by Green Belt as defined in the adopted Barnsley Local Plan. The site is considered to be Grey Belt when assessed against the relevant criteria as set out in the NPPF 2026, thus the principle of residential development is considered acceptable in this instance.

4 representations from local residents have been received.

There are no outstanding consultee objections though informatives are proposed.

Recommendation: **Permission in Principle GRANTED.**

Introduction

The permission in principle consent route is an alternative way of obtaining planning permission for (minor) housing-led development which separates the consideration of matters of principle for proposed development from the technical details of the development.

The permission in principle consent route has 2 stages:

- the first stage (permission in principle stage) establishes whether a site is suitable in-principle;
- the second (technical details consent) stage is when the detailed development proposals are assessed.

Permission in principle, as the initial stage, is limited to the consideration of location, land use and the amount of development which, in the event of an approval, would leave the remaining matters to be considered at the technical details application.

Site Location & Description

The site is rectangular shaped and situates to the south of the access road for Darton Industrial Park, on Barnsley Road, extending to circa 0.45ha. The main settlement of Darton lies to the immediate west of the site, with Barnsley Road currently defining the edge of the residential estate. A mixture of detached and semi-detached properties are situated along Barnsley Road, all of which are positioned set back from the road, though vary in scale and appearance. Darton lies within the northern part of the borough.

The application site is currently an equestrian field/paddock, with further open agricultural fields lying to the immediate east and south. Further to the east are 2 large warehouse buildings which form the industrial estate, and are accessed via the road which runs along the northern boundary of the site. Darton Park is located to the north of this access road, with the Bowling Green and cemetery further to the north. Together, the application site, adjacent field and park to the north form a wedge of Green Belt which is sandwiched between the residential estate and industrial park.

The application site is currently accessed via a field gate at the south-western corner, onto Barnsley Road. The site boundaries are defined by trees and hedgerow, with the site at a lower ground level than the road due to an embankment along the western boundary. A stable building is currently situated within the centre of the site, whilst a watercourse runs along the eastern boundary of the application site.

Barns and stable buildings (associated with a livery business) are located on the site to the immediate south of the application site. Planning permission was granted at this site for the erection of 3 dwellings, though it is unclear if the permission was lawfully implemented before the permission lapsed (see planning refs 2021/1571 and 2023/0081).

The majority of the site lies within a low-risk development area as per the Mining Remediation Authority maps, though to the north-eastern and south-eastern corners fall within a wider belt of high-risk. The eastern edge (closest to the watercourse) of the site also lies within Flood Zone 2 and 3.

Planning History

2010/0791 - Regrading of land to alter land levels to provide grazing land including the erection of a stable block, fencing and the formation of a hardstanding, parking area and menage, APPROVED, 20/12/2011

B/98/0505/DT – Erection of six stables and tack room, REFUSED, 24/7/1998

B/82/1258/DT - Formation of golf driving range, erection of club house and driving bays, and formation of car park, APPROVED, 20/1/1983

B/87/0341/DT - Change of use of former SYCC Highways depot to a vehicle storage compound, REFUSED, 30/4/1987

Proposed Development

This application seeks permission in principle for the erection of up to 9 detached dwellings at the application site, along with associated infrastructure including a new vehicular access off Barnsley Road and landscaping. The application has been supported by an indicative site plan which provides a suggested layout of the proposed development. No further supporting information is required for this type of application.



Policy Context

Allocation/Designations

The site is washed over by Green Belt as defined in the adopted Local Plan.

The majority of the site is in a low-risk development area as designated by the Mining Remediation Authority, though the eastern corners do fall within the high-risk area. The eastern section of the site also lies within Flood Zone 2 and 3 (high risk) as per the Environment Agency maps, though the central and western part is in Flood Zone 1 (low risk).

The Development Plan

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

The Local Plan review was approved at 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.

The following Local Plan policies are relevant in this case:

- Policy GD1: General Development
- Policy LG2: The Location for Growth
- Policy GB1: Protection of Green Belt
- Policy GB3: Changes of use in the Green Belt
- Policy D1: High Quality Design and Place Making
- Policy SD1: Presumption in favour of Sustainable Development
- Policy T4: New Development and Transport Safety
- Policy POLL1: Pollution Control and Protection
- Policy H1: The Number of New Houses to be Built
- Policy H5: Residential Development on Large Non-allocated Sites
- Policy BIO1: Biodiversity & Geodiversity
- Policy CL1: Contaminated and Unstable Land
- Policy CC3: Flood Risk

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

In August 2026, the UK Government published a revised NPPF which is the most recent revision of the original Framework, first published in 2012 and updated several times, providing the overarching planning framework for England. The NPPF sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. The revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

The revised NPPF establishes national decision-making policies (NDMP). Central to the NPPF is a presumption in favour of sustainable development (NDMP S3) and plans and decisions should apply this NDMP. There are three overarching objectives to sustainable development: an economic, social and environmental objective which are mutually dependent.

The most relevant sections of the NPPF are:

Section 6 – Delivering a Sufficient Supply of Homes
Section 15 - Promoting Sustainable Travel
Section 12 - Making Effective Use of Land
Section 13 – Protecting Green Belt Land
Section 14- Achieving Well-designed Places
Section 17 – Pollution, Public Protection and Security
Section 18 – Managing Flood Risk and Coastal Change
Section 19 – Conserving and Enhancing the Natural Environment

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

Supplementary Planning Guidance

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

- Parking, November 2019
- Sustainable Travel, July 2022
- Design of Housing Development, July 2023
- Residential Amenity and the Siting of Buildings, May 2019
- Biodiversity & Geodiversity, March 2024
- Trees and Hedgerows, May 2019
- South Yorkshire Residential Design Guide, 2011

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

Consultations

Biodiversity Officer – No objection, though further information would be required at Technical Details Consent stage, informative attached on this basis.

Local Ward Cllrs – No response.

Drainage – No objection subject to a Flood Risk Assessment being submitted with the Technical Details Consent application.

Highways DC – No objection at this stage, though the proposed layout will require some alterations when Technical Detail Consent is sought to be acceptable from the perspective of highway development control. Informative attached on this basis.

Yorkshire Water – No response.

Mining Remediation Authority – Initially requested that a Coal Mining Risk Assessment be submitted to support the Permission in Principle application. The assessment was received on 25/8/2026 and reviewed by the Mining Remediation Authority. No objection based on the findings of the report, though further consultation at the Technical Details Consent stage is required.

Environment Agency – No objection.

Pollution Control – No objection, conditions suggested but these have not been attached given the nature of this application type. Informative attached instead which refers to the additional information which would be required at Technical Details Consent stage.

South Yorkshire Mining Remediation Authority - The proposed development is located partially within a Mining Remediation Authority High Risk Planning Referral area. A search of SYMAS mining and geological records indicates the potential presence of shallow coal. The Applicant has submitted a third party coal mining risk assessment which details the coal mining legacy risks and recommends that intrusive site investigations are required to fully evaluate the ground conditions. No objection subject to further assessment at Technical Details Consent stage.

Planning Policy – Agrees that the site is Grey Belt and is in a sustainable location. The development therefore does not constitute as inappropriate development in the Green Belt.

Representations

This application has been advertised in accordance with Article 15 of the Development Management Procedure Order (DMPO) 2015 and the Permission in Principle legislation, as follows:

- Neighbour notification letters sent to adjoining properties- consultation expiry date: 8/9/2026
- Site Notice (Public Interest) displayed adjacent to the site- consultation expiry date: 7/9/2026

4 representations have been received in response to the above publicity, raising the following concerns:

- Contaminated land;
- Increased flood risk;
- Impact upon drainage systems;
- Land stability issues;
- Highway safety;
- Insufficient public consultation;
- Impact upon trees;

Assessment

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

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

The National Planning Policy Guidance explains that permission in principle is an alternative way of obtaining planning consent for housing led development as part of a two stage procedure.

Permission in principle, as the initial stage, is limited to the consideration of location, land use and the amount of development which, in the event of an approval, would leave the remaining matters to be considered in a technical details application. The PPG further advises that conditions cannot be attached to the grant of permission in principle and expressly states that planning obligations cannot be secured at the permission in principle stage. Therefore, with regard to any consultation responses received which recommend additional work or conditions, these would be required at the technical consent stage if permission in principle was to be granted.

Location

The site is washed over by Green Belt as defined by the adopted Local Plan, though also lies within the Urban Barnsley settlement boundary which Local Plan Policy LG2: The Location for Growth identifies as a priority location for development. The policy follows on to state that ‘*Urban*

Barnsley will be expected to accommodate significantly more growth than any individual Principal Town. Whilst the site lies within the settlement boundary for Urban Barnsley, Paragraph 5.10 of the Barnsley Local Plan states that the settlement boundary illustrates the geographical area as a place, and that it is not intended to be interpreted as defining development limits as in some cases there are areas of Green Belt between localities. This means that the weight applied to Local Plan Policy LG2 is only moderate.

NPPF Policy GB6: Control of Development in the Green Belt, Paragraph 1 states that development in the Green Belt is inappropriate unless it falls within one of the categories in policy GB7. Paragraph 2 follows on to state that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Such circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm resulting from the proposed development, is clearly outweighed by other considerations. In making this assessment, substantial weight should be given to the harm to the Green Belt which would be caused, including harm to its openness.

NPPF Policy GB7: Development which is not inappropriate in the Green Belt, Paragraph 1(g) states that development whereby all of the following apply is not inappropriate:

- i) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;
- ii) There is an evidenced unmet need for the type of development proposed;
- iii) The development would be in a sustainable location, with particular reference to policy TR3 of this Framework; and
- iv) In the case of major development involving the provision of housing, the development proposed complies with policy GB8.

The definition of 'Grey Belt' is set out in Annex B: Glossary of the NPPF, as follows: *For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in policy GB2.*

NPPF Policy GB2: Assessing existing Green Belt land sets out the purposes of (a), (b) and (d) as follows:

- a) Check the unrestricted sprawl of large built-up areas;
- b) Prevent neighbouring towns merging into one another;
- d) Preserve the setting and special character of historic towns;

Local Plan Policy GB1: Protection of the Green Belt repeats the guidance set out in NPPF Paragraph GB6, stating that that Green Belt will be protected from inappropriate development in accordance with national planning policy.

The Planning Policy Officer has undertaken an assessment against the Green Belt policies set out above. The assessment concluded that the site does not contribute strongly to purposes a, b or d of NPPF Policy GB2 for the following reasons:

- a) *Check the unrestricted sprawl of large built-up areas* - While the site is adjacent to the large built up area of Urban Barnsley, it is well defined with boundary hedgerow and trees, and contains the existing development (the grazing area and stable), meaning that it contributes only moderately to Green Belt purpose (a).
- b) *Prevent neighbouring towns merging into one another* - The site does not form part of a gap between towns and therefore does not contribute to Green Belt purpose (b).
- d) *Preserve the setting and special character of historic towns* - The site is not near to a historic town or the historic core of a town and therefore does not contribute to Green Belt purpose (d).

On this basis, the site meets the definition of Grey Belt and can therefore be assessed against NPPF Policy GB7, Paragraph 1(g) as follows:

- i. As set out above, the site does not strongly contribute towards purposes a, b or d of the Green Belt and is therefore considered to be Grey Belt. Paragraph 1(g)(i) requires the site to be assessed all purposes of the Green Belt as set out in Policy GB2, Paragraph 1 of the NPPF. Purpose (c) states that the Green Belt shall assist in safeguarding the countryside from encroachment. It is considered that the application site is well defined with boundary hedgerow and trees, and contains the existing development meaning that its current contribution to Green Belt purpose (c) is considered to be moderate. Purpose (e) states that the Green Belt shall assist urban regeneration by encouraging the recycling of derelict and other urban land. When taking into account the extent of the Green Belt across the development plan area, and the current housing need, any harm in relation to purpose (e) is considered to be limited. Accordingly it is concluded that the proposed development complies with NPPF Policy GB7, Paragraph g(i).
- ii. Paragraph 1(g)(ii) states that there must be an evidenced unmet need for the type of development proposed. It is acknowledged that the latest (2025) housing delivery test result for Barnsley was 75%, meaning that delivery targets have not been met and, as such, a 20% buffer should be applied to the five year housing land requirement. It is also acknowledged that the Council cannot currently demonstrate a deliverable five year housing land supply. The most recent published supply figure published October 2025 shows a position of 2.9 years (having taken into account the 20%buffer) - Barnsley Five Year Deliverable Housing Land Supply Report April 2024 - March 2029. On this basis, the development proposal accords with NPPF Policy GB7, Paragraph g(ii).
- iii. Paragraph 1(g)(iii) requires the development proposal to be in a sustainable location, with particular reference to NPPF Policy TR3: Locating development in sustainable locations. As mentioned above, the application site is located within Urban Barnsley, which as a sub-regional town is the primary focus for growth in the Local Plan. The services, facilities and access to public transport in the vicinity of the application site mean that the proposal is considered to be in a sustainable location. On this basis, the development proposal complies with NPPF Policy GB7, Paragraph g(iii).
- iv. Paragraph 1(g)(iv) states that major development involving the provision of housing, shall comply with NPPF Policy GB8: The Golden Rules. As this proposal relates to a maximum of 9 dwellings it does not constitute as a major development, thus Paragraph 1(g)(iv) does not apply.

Overall, and taking into consideration the above assessment, although the application site is situated in a Green Belt location, the development is considered to be acceptable. The development meets the relevant tests as set out in the NPPF, and is therefore not considered as inappropriate development. Additionally, the site is located in a sustainable location with frequent bus services routing along Barnsley Road. Local facilities are also located within close proximity to the site, as well as being situated adjacent an established residential estate. Overall, the location of the proposed development is considered to be acceptable, and is afforded substantial weight in the planning balance.

Land Use

Local Plan Policy H5: Residential Development on Large Non-allocated Sites states that proposals for residential development on sites above 0.4 hectares which are not shown as housing sites on the Policies Map will be supported where they:

- Are located on previously or part previously developed land;
- Are located within Urban Barnsley, Principal Towns and Villages;

- Are accessible by public transport; and
- Have good access to a range of shops and services.

The application site is circa 0.45ha in size and therefore Policy H5 applies.

As mentioned above, the application site is currently used for agricultural/equestrian purposes and therefore has no established residential use. However, when applying the principles set out in Local Plan Policy H5 and the fact that the site is considered to be Grey Belt, the proposed residential uses are acceptable.

Policy H5 suggests that large non-allocated site should be previously developed. Whilst the site has previously been used for equestrian/grazing related uses, the site does not constitute as 'previously developed land' when assessed against the definition included Annex B of the NPPF. Nevertheless, the assessment above does demonstrate that the application site can be considered as Grey Belt, and therefore the principle of developing the site for housing purposes is accepted. The site also lies within Urban Barnsley and has good access to public services, as set out in the assessment above, which means that residential uses would be suitable.

An established residential estate is located to the west of the site, with residential properties facing towards the application site. Planning permission for residential development at the land to the immediate south has also been granted in recent years. The proposed development includes the erection of 9x dwellings which could be laid out in a similar orientation and building pattern to the surrounding built form. On this basis, the proposed residential use is acceptable, and is afforded substantial weight in the planning balance.

Amount of Development

Local Plan Policy D1 states that development is expected to be of high-quality design and should respect and reinforce the distinctive, local character and features. Development should contribute to place making and make the best use of materials, as well as display architectural quality and express proposed uses through its composition, scale, form, proportions and arrangements of materials, colours and details.

Local Plan Policy GD1 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.

Local Plan Policy POLL1 states that development will be expected to demonstrate that there would be no unacceptable affect or cause a nuisance to the natural and built environment or to people.

The proposed development includes the erection of up to 9x dwellings in addition to the associated infrastructure and landscaping. The application submission includes an indicative site plan which demonstrates that 9 dwellings can be erected at the site and broadly achieve the required separation distances; space standards and suitable outdoor amenity space in accordance with the adopted SPDs.

Further information would be required at Technical Details Consent stage, particularly in regard to highways to ensure that the amount of development could be appropriately accessed. However, based on the details provided at this stage, the amount of development proposed is considered to be acceptable and accord with the relevant policies. The amount of development is therefore afforded significant weight.

Conclusion

The scope of a Permission in Principle is restricted to location, land use and amount of development. Other matters would be considered further at the technical details consent stage. As such, it is concluded that the location, proposed land use and amount of development are acceptable.

It is recognised that neighbour representations have been received which do raise material planning considerations. However, due to the limited scope of the Permission in Principle application, the concerns raised are afforded no weight. Nevertheless, the technical issues included within the representations will be assessed further as part of any future Technical Details Consent application.

Whilst development in the Green Belt is generally regarded as inappropriate, this proposal accords with the exception set out at NPPF Policy GB7, Paragraph 1(g), with the site constituting as Grey Belt. The immediate surrounding area is predominately characterised by residential uses, with commercial uses further to the east. Although the site is currently undeveloped, the principle of residential development in this location is acceptable when taking into account the character of the surrounding area and the close proximity of residential dwellings. The site is in a sustainable location and the proposed uplift in the number of dwellinghouses is welcomed.

As previously stated, no conditions can be added to this decision, though the technical details consent must be submitted within 3 years of the decision date.

RECOMMENDATION: Granted

Justification

STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015

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

- *Coal Mining Risk Assessment submitted following request from Mining Remediation Authority*

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

Informatives

1. The technical details consent shall be received within 3 years of the Permission in Principle decision date.
2. A Preliminary Ecological Appraisal (PEA) undertaken to the Chartered Institute of Ecology and Environmental Management (CIEEM) guidelines (2017) should be carried out on site. This would involve the mapping of habitats and consideration of their value, the use of the

site by protected and priority species and the potential impact of the proposals upon ecological features. As part of the PEA, a data search with the Barnsley Biological Record Centre should be carried out.

The proposals site comprises a built structure and a number of trees on site. Any buildings or trees to be affected by works should be subject to a bat assessment by an appropriately qualified ecologist to the Bat Conservation Trust survey guidance (2023). If buildings/trees are assessed as having potential for bats, further specialist survey may be required to further consider the presence/absence of roosting bats and the potential impact of the proposals. If considered necessary, the results of such further surveys would be required as part of the Technical Details Consent application.

There appears to be one to two ponds within 250m of the proposals site and the governments MAGIC website also shows great crested newt records within the vicinity of the site. Assessment of the ponds and potential impact on amphibian species should be considered within ecology reports submitted as part of the Technical Details Consent application.

The development is likely to be subject to the mandatory Biodiversity Gain condition being over 0.2ha in size. Reference should be made by the applicant to government guidance (<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>), which lists development types exempt from Biodiversity Net Gain (BNG) to determine this. The applicant should check the list of exemptions prior to the application being made to ensure relevant BNG information is submitted, if necessary. If subject to BNG, the Technical Details Consent application should be supported by the level of information as set out within Biodiversity Appendix of the BMBC Local Validation Requirements: <https://www.barnsley.gov.uk/media/yyhmuadm/biodiversity-appendix.pdf>

The proposals site is within close proximity of a watercourse. If the development is in within 10m of the bank top of the watercourse, the BNG assessment should include a condition assessment of this habitat. If a river condition assessment is the appropriate condition assessment type then this should be carried out by a qualified RCA assessor.

Regardless of the BNG requirements, proposed plans submitted should set out biodiversity enhancements to be incorporated on site. Consideration should be given to the installation of integral bat and bird boxes on the proposed dwelling and the provision of hedgehog access points within proposed fencing, as per the Biodiversity and Geodiversity Supplementary Planning Document and section 15 of the National Planning Policy Framework.

3. The accesses to Plots 1 and 2 are too close to the site access junction with Barnsley Road; there should be no vehicular accesses/driveways within 20m of the junction. Minimum sight lines of 2.4m x 120m are required at the site access junction with Barnsley Road; the sight line to the left (South) appears to be achievable but it is unclear whether the sight line to the right (North) can be achieved. Swept path manoeuvres of an 11m long refuse vehicle would need to be provided in order to demonstrate that the vehicle can manoeuvre in and out of the site access (to/from both directions) and turn within the site.

The layout does not include any visitor parking; two spaces should be provided (1 space per 4 dwellings). It is noted that the red line boundary includes part of the public highway. At the north-western area of the site, it appears that the highway boundary extends around 9m beyond the rear of the footway to a point that would be approximately in the middle of the proposed access road. There is an embankment within the site which acts as a retaining structure for Barnsley Road, as such, any future detailed proposals must include plans and information regarding the proposed levels along the access road and any impact that the development may have upon the embankment. It is worth making clear that the

protection of the retaining embankment is intrinsic to the proposed development being satisfactory from a highways perspective. Given the design, safety, inspection and maintenance considerations involved and the potential impact on highway users it will be required that the technical approval procedures contained within DMRB CG 300 must be adhered to for all highway structures. The approval procedure is to be followed for the construction or alteration of any highway structure, whether to be adopted or not, with The Technical Approving Authority being the Highway Authority. For information, the definition of a highway structure can fall into one of two types, either:

- Any structure or building built in, under, or over, the highway where the span dimension at any point is equal to or exceeds 1.0m. This includes amongst others, bridges, footbridges, culverts, pipes, tunnels, chambers, cellars, shafts, manholes and storm water balancing tanks etc. or
- Any structure or building built in - or within 3.66 metres of - the highway, which supports the highway, or ground above it and regardless of the retained height that if it were to fail would, in the view of the Highway Authority, endanger users of the highway. This includes amongst others, retaining walls, headwalls, embankments, basements and cellars etc.

Given the proximity of the supporting structure to Barnsley Road, and that if it were to fail would endanger users, if the applicant intends to, for example, cut into the embankment and erect a retaining wall, there will be a need for the applicant to provide design details including a cross section of the wall for consideration by the structures team before determination of the application and subsequent technical approval through the Approval in principle (AIP) procedure.

4. The future Technical Details Consent application will need to include a Noise Impact Assessment which sets out the existing noise climate at the development site and a scheme of noise insulation measures. The noise impact assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS4142 and BS8233. In addition to this, a dust management plan detailing how dust will be controlled during construction will need to be submitted.