



Appendix 2 – BDWH NLL 164 Dwelling Committee Report

2016/1490

Applicant: Barratt Homes, C/o Johnson Mowat

Description: Residential development of 164 no. dwellings and associated works (Amended Plans)

Site Address: Land at Lee Lane, Royston, Barnsley, S71 4RT

30 letters of objection received from local residents.

Site Location and Description

The application site is located approximately 1.3 kilometres west of Royston town Centre. It lies to the North of Lee Lane and measures approximately 5.3 Hectares. It forms part of a larger 8 Hectare site which was granted outline planning permission under application reference 2013/0932. It is currently an undeveloped greenfield site comprising of open fields and is bounded to the south by B6428 Lee Lane which is one of the main approach roads into Royston. The eastern boundary abuts residential properties (Applehaigh View), Lee Lane farm is located to the west and across the northern boundary lies a former disused railway line. Extending beyond the northern, southern and western boundaries the land is primarily in agricultural use.

Levels across the site are relatively flat and the land sits marginally lower to that of the adjacent highway. There is some limited tree cover but this is mainly concentrated along the site's boundaries forming part of established hedge lines. There is a watercourse located to the north eastern corner.

Site History

2013/0932 – Residential Development of up to 200 dwellinghouses and additional retail facility with primary access off Lee Lane (Outline) – Approved 24th March 2017.

The application was submitted for outline planning permission for residential development and a small food retail unit (under 500m²). Details of access were included as part of the application but all matters relating to design, scale, siting and landscaping were reserved for a subsequent application.

The application therefore primarily sought to establish the principle of residential development with access only. However, the principle was fixed by parameters which would have to be adhered to within a subsequent reserved matters application.

Whilst exact details were reserved for subsequent approval the development would support a mixture of house types with 15 % being assigned as affordable. Further to this a minimum of 15% of the site was allocated as public open space which included an area of equipped play space. The area of POS equated to at least 1.2 hectares of the site.

The submitted parameter plan indicated a landscaping belt being incorporated along the site's frontage and eastern boundary to Applehaigh View.

It was proposed that vehicular access into the development site would be taken via the northern arm of a new four arm roundabout junction off the B6428 Lee Lane. The roundabout included a southern spur which could potentially serve development to the south

of Lee Lane. The roundabout would be designed to prescribed standards contained within the Design Manual for Roads and Bridges. In brief it would include an inscribed circle with a diameter of 40 metres, carriageway widths of at least 6.5 metres and 2 metre pedestrian footways on each arm of the proposed junction.

2014/1073 – Variation of condition 4 of application 2013/0932 'Residential development of up to 200 dwelling houses and additional retail facility with primary access off Lee Lane (Outline) to revise the parameters plan – approved.

The proposed amendments, in the main, related to alterations to the landscaping strategy which was indicated on the approved parameter plan. This comprises of a reduction to the width of the landscape buffer across the frontage and an increase to the floor space of the 2bed properties.

Proposed development

The applicant seeks permission for 164 houses comprising 8 x 2 bedrooms, 75 x 3 bedrooms and 81 x 4 bedrooms. The development would incorporate 12no. house types, in a mix of detached, semi-detached and townhouses, all of which would have accommodation over 2 storeys.

A linear open space would be located centrally within the site with the houses and access roads arranged around it. Access would be taken from Lee Lane, to the South of the site, via a roundabout (to be provided by the developer). The main adopted access road within the site would be rectangular in layout and have a number of private drives off, accommodating up to 5 no. dwellings. There would be 2no. future access points incorporated, to allow the development of neighbouring fields, one to the North East and one to the South West.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The development plan consists of the Core Strategy and saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The Council has submitted our emerging Local Plan to the Secretary of State but we are at an early stage in the examination process. It establishes policies and proposals for the development and use of land up to the year 2033. The document is a material consideration and represents a further stage forward in the progression towards adoption of the Local Plan. As such increasing weight can be given to the policies contained within the document although, in accordance with paragraph 216 of the NPPF, the extent of this will depend on:

- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and;
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

Local Development Framework Core Strategy

CSP1 'Climate Change'
 CSP2 'Sustainable Construction'
 CSP3 'Sustainable Drainage Systems'
 CSP4 'Flood Risk'
 CSP5 'Including Renewable Energy in Developments'
 CSP8 'The Location of Growth'
 CSP9 'The Number of New Homes to be Built'
 CSP13 'The Release of Allocated Housing Land'
 CSP10 'The Distribution of New Homes'
 CSP14 'Housing Mix and Efficient Use of Land'
 CSP15 'Affordable Housing'
 CSP25 'New Development and Sustainable Travel'
 CSP26 'New Development and Highway Improvement'
 CSP29 'Design'
 CSP32 'Small Shops'
 CSP33 'Green Infrastructure'
 CSP35 'Green Space'
 CSP36 'Biodiversity and Geodiversity'
 CSP37 'Landscape Character'
 CSP39 'Contaminated and Unstable Land'
 CSP40 'Pollution Control and Protection'
 CSP42 'Infrastructure and Planning Obligations'

Saved UDP Policies

UDP notation: Safeguarded land

Policy GS10/RO6 'In areas shown as Safeguarded Land on the proposals maps existing uses will normally remain during the plan period and development will be restricted to that necessary for the operation of existing uses. Otherwise planning permission for the permanent development will only be granted following a review of the UDP which proposes that development on the land in question'.

SPD's

- Designing New Residential Development
- Parking
- Open Space Provision on New Housing Developments

Planning Advice Note's

30 -Sustainable Location of Housing Sites
 33 -Financial Contributions to School Places

Other

South Yorkshire Residential Design Guide

Emerging Development Sites and Places DPD

Local Plan Proposed allocation: Housing Allocation

Site H11 Land off Lee Lane, Royston indicative number of dwellings 770

NPPF

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

Paragraphs of particular relevance to this application include:

Para 32 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'

Para 49 'Housing applications should be considered in the context of the presumption in favour of sustainable development.'

Para's 58 & 60 – Design considerations

Consultations

SYAS – No objections subject to previous conditions being carried forward

South Yorkshire Police – No objections subject to security recommendations

Yorkshire Water – No objections subject to conditions

Highways – No objections subject to conditions

Design – No objection in principle. Initially highlighted some concerns but the majority of these have been addressed throughout the application process.

Education Services – No objection subject to contribution towards primary school places.

Wakefield Council – No objections

Contaminated Land Officer – No objections subject to conditions

Affordable Housing Officer – Development should comply with policy CSP 15

Forestry Officer – Raised concerns regarding the removal of the 2no mature trees to the North East of the site

Air Quality Officer – Requested charging points for dwellings with garages.

Drainage – No objections subject to previous conditions being carried forward.

Waste Management – No comments

Ward Councillors – No comments

Representations

The application has been advertised by way of a site and press notice and properties which share a boundary to the site have been consulted in writing.

As a result of the above, 27 letters of objection have been received. The main points of concern are;

- Increased vehicular movements
- Reduced highway safety
- Loss of greenery/urban sprawl
- Health and education provision over capacity
- Loss of wildlife habitat
- Lack of bungalows within the scheme
- Increased flooding potential
- Inadequate mix of housing across the site
- Level of disruption during the construction
- Limited access to public transport
- Increased overlooking/loss of privacy
- The school proposed for the South of Lee Lane should be relocated to the North
- Bungalows should back on to Applehaigh View to reduce impact
- In accuracies within the application

Following the initial consultation, revised plans showing the roundabout have been received, alongside a Construction Management Plan showing the phasing of the development. The layout of the site remains unchanged but residents were given the opportunity to comment on the amended plans following a re-consultation exercise. As a result of the re-consultation representations were received from 3 no properties. Their main points of concern reiterated the concerns outlined above.

Assessment

Principle of Development

As outlined above, the site is currently allocated as Safeguarded land in the UDP. However, the principle of residential development has previously been set with the approval of the outline permission on the larger site, which incorporated the site currently in question. The principle behind the previous permission is set out below;

UDP policy GS10 is clear that on Safeguarded Land existing uses will normally remain during the plan period and that planning permission for alternative development will only be granted following a review of the UDP. Taken as read the proposal would be contrary to UDP policy.

However, the applicant asserts under NPPF policy that the site is in a sustainable location and that there are material considerations of such significant weight that they indicate that the proposal should be allowed. In particular they refer to Core Strategy Policy CSP8 which prioritises housing development within the Boroughs nominated Principal towns, of which Royston is one. Housing plays a fundamental role in the delivery of the Councils economic strategy. The Council strives to deliver 21,500 new homes by 2026, Royston is expected to accommodate at least 5% of this anticipated growth, this would equate to 1000 new homes being secured over the 12 year period. It is clear that new site allocations will have to be identified to achieve these growth targets, to prevent pressure on the Green Belt and that Safeguarded land will be a primary consideration to accommodate future housing allocations.

Based on an assessment of housing supply limited to the Royston area, the applicant also notes that the Council cannot at present demonstrate a deliverable five year supply. It has been acknowledged in previous Planning Board reports that at the present time, the Council cannot demonstrate a five year supply of specific, deliverable housing sites. The Council therefore must concede that, in this situation the NPPF is a material consideration that carries substantial weight in the decision making process of residential proposals.

With regard to five year supply paragraph 49 of the NPPF is clear that where no five year supply can be demonstrated the Presumption in Favour of Sustainable Development at paragraph 14 of the NPPF should be used to determine planning applications and those relevant policies for the supply of housing should not be considered up-to-date. Other relevant development plan policies and material considerations should, however, still be considered.

The NPPF emphasises that Local Planning Authorities exercise a presumption in favour of sustainable development in determining all planning applications. For the purposes of the decision making process this means:-

- approving development proposals that accord with the development plan without delay*
- where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless:-*
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or*
- specific policies in the Framework indicate development should be restricted.*

The intention of Safeguarded Sites is to release land that is required beyond the development plan period to serve long term development needs. The purpose of the Safeguarded Land designation in the UDP was therefore not to protect the land from development in perpetuity, but rather to designate land on the edge of existing settlements that may be required to meet longer term development needs without the need to alter existing Green Belt boundaries at the end of the UDP plan period.

The Unitary Development Plan was adopted in 2000 therefore the extent it can be relied upon in terms of current development needs is becoming dated. The NPPF also states that decision makers should only afford full weight to policies adopted from 2004 onwards.

UDP policies are not protected by the NPPF and those associated with safeguarded land within identified sustainable locations can now be considered 'out of date' meaning that the application needs to be considered within the context of the presumption in favour of sustainable development. If it is accepted that the UDP safeguarded land designations in sustainable locations are out of date it is then necessary to consider, as required by the presumption, if there are any adverse impacts from granting permission for this particular site that 'would significantly and demonstrably outweigh the benefits'.

It is considered that the above appraisal can also be applied to this current application. In addition the land has been allocated as Housing Lane within the Publication Draft of the Local Plan. Whilst this has not been adopted yet, and therefore carries limited weight because of this, it indicates the direction of travel for this site is towards residential development.

Design / Visual Amenity

Masterplanned approach
endorsed even though No Masterplan

Residential development would represent a significant departure from its Greenfield Status where it is utilised as grazing land. A number of the objections have raised this as a concern, with the consensus being that this would represent a sprawl into open countryside. It needs to be stressed that the site is not subject to any special designations, including Green Belt, SSSI's, Landscape Value or Conservation Area, and therefore its visual amenity attributes would not be sufficient to outweigh the NPPF's presumption in favour of sustainable housing development. Furthermore, the principle of residential development has been set with the approval of the outline permission, and, the land is designated for Housing in the Local Plan.

As previously noted it is a relatively level site which is defined by strong boundaries, these being Lee Lane, Applehaigh View, Lee Lane Farm and a former railway line to the north. These features contribute as mitigating factors which would help to reduce the visual impact of the development, as it would present itself as a natural extension to the town much like the Applehaigh View development did when that was constructed. As a separate commentary to this, residential would also be evidently compatible with the adjoining uses.

The proposals have endorsed the concept of a Master-planned approach as advocated within the Local Plan 'Site H11' for the land to the North and South of Lee Lane, Royston which estimates an indicative number of dwellings circa 770. Pivotal to this is the delivery of the roundabout which is included within the detail of the application. This would ensure that comprehensive development could be achieved to a wider allocation which includes land both to the north, and south of the highway.

HU
MUS
770
dwellings

The site plan indicates that soft landscaped edge can be provided to the frontage, taken with the roundabout this would enforce a 'gateway' identity to the site, and a much desired feature given its location on the main approach road into Royston. The design of this landscaping would assist with the transition from a more rural to urban environment, in keeping with the character that existing residents value within their representations. Further to the roundabout, pedestrian linkages and a network of green corridors would also be created through the site including a central, linear green space/open space. Collectively the features would meet with the policy expectations of CSP3, 33 and 35.

Gateway

At 164 dwellings, the development would equate to a gross density of circa 31 units per hectare. This is below densities advocated by CSP14 'Housing Mix and Efficient Use of Land'. However, for this site a lower density is considered appropriate given the design aspirations for the site, and to also ensure that subsequent development would be in-keeping with the edge of settlement location on the urban fringe.

lower
density

Locally architectural styles vary significantly, the development would provide a broad mix of accommodation covering 2-4 bedroom properties. Properties would be in the form of detached, semi-detached and rows of 3 townhouses. All of the properties would have accommodation over 2 floors. It is acknowledged that the majority of the properties which share a boundary to the East of the site are bungalows, however, the previously approved parameters plan specified these to be a maximum of 2 stories in height and did not specifically request bungalows. The issue of the lack of bungalows on the site was put to the developer but they have declined to add any on to the scheme. Whilst this is disappointing, the scheme still provides a sufficient mix of housing to ensure it meets the relevant policies

No
bungalows

The proposed house types are considered acceptable for the development and on the corner plots the dwellings would generally have dual frontages so that fenestration and interest would be visible from both roads. These plots would also be afforded soft landscaping to both sides and predominantly accommodate trees/larger plants to aid soften the elevations and avoid over dominance within relatively prominent positions.

house
types
acceptable

With regards to the proposed layout, there would be a several houses fronting onto Lee Lane and the proposed roundabout, however, these would no have direct vehicular access and would instead be accessed via private drives, set back and partially screened via a landscaped buffer. On entering the site there would be a central, linear open space with pedestrian footpaths linking the central and northern parts of the site. A number of dwellings would front the open space, accessed via private drives. The open space would provide an attractive central focal point which would also aid legislation and navigation around site. It is acknowledged that it would accommodate a pumping station and substation but these would be relatively small and screened.

The main adopted road around the site would be in a rectangular arrangement with dwellings fronting it to both sides. The aforementioned private drives would branch of from the main vehicular route and would be subject to differing surfaces to improve legibility and provide a hierarchy. To the South West and North East of the site the roadway would lead to the adjacent fields to enable the future development of neighbouring land, accessed through this site.

" The majority of the dwellings would have parking to the front. However, there are not large runs of parking, 5 spaces side by side at the most to the front of plots, and these are in a non-prominent position with landscaping surrounding. Generally the parking spaces are separated by soft landscaping which helps to avoid large areas of hard landscaping and car dominance. The dwellings which front Lee Lane incorporate parking to the side, given their prominent location, with the spaces also partially hidden by the adjacent buffer. There are parking courts to the North West of the site but these are relatively small and non-prominent. They also incorporate areas of landscaping.

front parking

All the properties, including the townhouses, have pedestrian access to the rear amenity spaces which means bins and recycling containers can be stored in non-prominent positions, away from front elevations and driveways.

In summary of the considerations on design/visual amenity grounds, the application is not considered to raise any significant issues. It is considered that a high-quality development can be achieved at the site which incorporates sustainable techniques and complies with CSP29 'Design' and relevant criteria of SPD.

Residential Amenity

The site sits between an established residential area and land in agricultural use. The proposals are considered to be wholly compatible with these surrounding land uses, and there are no processes or operations taking place which would be prejudicial to residential amenity. This has also been confirmed by Regulatory Services who raise no objections on pollution grounds to the principle of residential development.

U

There have been concerns raised within the representations relating to privacy and outlook matters from the residents along Applehaigh View whom back onto the site. With regards to outlook, the principle of residential development on the site has previously been established and the approved parameters plan and associated conditions stated 2 storey properties along the Eastern boundary would be acceptable. It is acknowledged that the parameters plan identified a landscape buffer along that boundary, which is not included in this scheme. However, in order to compensate, the separation distances between the existing rear elevations and proposed side and rear elevations have been increased above the requirements of SPD 'Designing New Housing Development'.

With regards to privacy levels, the separation distances between the existing and proposed properties, outlined above, would ensure adequate privacy levels between habitable room

9

windows. The proposed rear elevation windows would be in excess of 10m of the shared boundaries, in accordance with the SPD, but it is acknowledged that some of the existing rear elevations, containing habitable room windows, would fall short of 10m from the proposed rear amenity spaces. The short fall is limited to a small number of properties and would not be significant, in addition, the majority of the neighbouring properties have accommodation over 1 floor with views limited by boundary treatments. In anycase, the prospective purchasers of the properties would be aware of the situation and it would not be enforced upon them.

Buyer beware !

With regards to the residential amenity within the proposed development itself, the back to back dwellings would generally both have garden lengths of 10m. However, this results in the elevations being 20m apart rather than the recommended 21m. Given the relatively modest shortfall, and the fact that potential buyers would be aware of the layout, this is considered acceptable and would provide adequate levels of amenity.

The majority of the proposed dwellings exceed the internal and external spacing standards set out in the South Yorkshire Residential Design Guide and the SPD. However, there are a small number of 3 bedroom house types which fall short, generally because they have a small box room/study. For example, the 'Barton' meets or exceeds the requirement in the living room, master bedroom, 2nd bedroom and bathroom but falls short in the kitchen and 3rd bedroom. However, these are popular house types in the Barratt's portfolio and given that they only fall short in a couple of areas would not warrant a refusal in this case.

Space standards failing.

Room size failing

As a result of the comments above, residential amenity for existing and future residents would be to a reasonable degree.

the test ?

Highways Safety

The site fronts onto the B6428 Lee Lane approximately 1.3 km west of Royston town centre. Lee Lane is subject to the National Speed limit, although a 30mph speed limit applies towards the eastern boundary approximately 60m from the junction with Applehaigh View. There is only one footway along the section of highway to the front of the development and this is located on the opposite side of the carriageway. In addition there is no street lighting provided across the site.

To the west of the site Lee Lane provides a minor arm to the A61 Wakefield Road/B6428 Lee Lane priority controlled junction. The A61 provides access to Barnsley centre to the south and Wakefield to the north. To the east of the site the B6428 provides an arm to the signal controlled cross road at 'The Wells' in Royston town centre.

Highway safety issues have been a prevalent concern expressed within the many representations received. In accordance with policy CSP26 new development must be designed to ensure that safe, secure and convenient access for all road users can be achieved. Mitigation must be secured where there is either a known or potential safety issue on hand.

The proposal would see the introduction of a new four arm roundabout junction off the B6428 Lee Lane, provided by the developer and secured by condition. Access to the site would be taken from the northern arm of the roundabout but a southern spur would serve future development to the south of Lee Lane. The roundabout would be designed to prescribed standards contained within the Design Manual for Roads and Bridges. In brief it would include an inscribed circle with a diameter of 40 metres, carriageway widths of at least 6.5 metres and 2 metre pedestrian footways on each arm of the proposed junction.

The roundabout is required as part of this application as the Police and Highway Authority are not prepared to tolerate a situation where development is allowed to proceed without a roundabout with no certainty on when, where and how a roundabout will be delivered to address the identified road safety concerns. It is also important to note that policy H11 in the Local Plan requires a masterplan covering the entire allocation. This proposal has come forward on its own without seeking to address any of the cumulative impacts that are likely to arise from the complete development of H11. It is known from the results of transport modelling that significant off-site improvements will be required to the existing highway network, which could involve compulsory purchase of 3rd party land. It is therefore inevitable that there will be other costs over and above the provision of a roundabout.

The Council are currently in the process of examining the cumulative impacts and devising costed solutions with a view to ensuring that each developer/landowner contributes their fair share. This will avoid a scenario where only part of the site comes forward and the rest is rendered unviable due to infrastructure costs only being capable of being sought from those seeking to bring forward sites later in the plan period. As the roundabout is required at the outset it has been decided that the developer of the first site should provide the roundabout but that they don't need to contribute towards anything else given that other developers will benefit from the roundabout being provided at the outset. This is considered a pragmatic approach to allow development to come forward rather than delaying matters until the Council have clearly established the cumulative infrastructure requirements.

Fair share

The developer has proposed to build up to 33 plots prior to the roundabout being constructed in order to get on site as soon as possible. They propose a temporary access off Lee Lane in the South West corner of the site for workers and tradesman's vans, which leads to the site compound. They also propose a temporary access off Applehaigh View to the South East of the site for all HGV traffic and sales. The phasing details have been shown on an accompanying Construction Management Plan. Given the small number of properties proposed prior to the construction of the roundabout, this is seen as reasonable request and would not significantly affect the highway network. Highways have agreed with the proposals subject to specific conditions surrounding the phasing and the roundabout.

Pedestrian and cycle linkages are provided throughout the site and link to existing infrastructure within the vicinity. Existing amenities including those within Royston Centre and bus stops along Lee Lane/High Street would be served from existing pedestrian footways.

Cumulatively the impact of the roundabout, footways, street lighting and speed restriction would be a significant improvement upon the existing situation. These features address many of the concerns raised within the representations. In terms of addressing the overriding concern then the crux of residents' objections remains one of capacity and the ability to Royston to accommodate this scale growth. A full traffic assessment has been undertaken and this has been revisited to cross reference all committed developments within the town.

The TA has established that the highway has adequate capacity to accommodate this proposal as well as other committed developments within Royston. Subsequent applications for residential development would require further assessments in their own right, whereby additional mitigation and safety measure may have to be considered. A development of this scale would usually take a minimum of 4-5 years to complete therefore The traffic impact (which is acceptable) would therefore not be immediately apparent with levels increasingly incrementally over forthcoming years.

Within the site itself, Highways have raised no objections to the internal road layout. The proposed private drives serve a maximum of 5 dwellings, in accordance with the South Yorkshire Residential Design Guide, and each property would have access to 1no. parking

space for 2 bedroom properties and 2no. parking spaces for 3 bedroom plus properties, in accordance with SPD 'Parking'.

Drainage & Flood Risk

The Environment Agency Flood Map has identified that the site lies in an area of Zone 1 Flood Risk. Development located within Flood Zone 1 is identified as being suitable for all types of development and the risk of flooding from rivers etc. is low.

The nearest watercourse is an unnamed stream located in the northwest area of the site and runs in a north easterly direction before changing direction away from the site, it is in parts culverted. In addition to this there is also a drainage ditch that runs along the north east corner before connecting with the unnamed stream.

Clearly development that increases the amount of impermeable surfaces can result in an increase in surface water run-off, which in turn can result in increased flood risk both on site and elsewhere within the catchment. There is evidence that the site has been affected by excess surface water collecting in the past and this has been addressed within the FRA.

The FRA concludes that development can be achieved that embraces the use of SUDS in accordance with policy CSP3. Subject to compliance with the recommendations in the FRA the proposed development can satisfy the requirements of the NPPF and PPG in relating to flood risk.

Both the Councils Drainage Engineer and Yorkshire Water have been consulted on the application, neither have raised objections, subject to conditions.

Education

Concerns relating to Royston primary schools being at capacity have been raised within many of the representations submitted. Royston is served by 4 primary schools and Carlton ALC. The Education Officer has calculated that there would be 31 school places generated by the development. PAN 33 'Financial Contributions to School Places' requires a contribution of £7,024 per place which results in a total contribution of £217,744. This would be secured by a S106 agreement.

$$\text{Primary} = 217714 / 164 = 1,327.71 / \text{dwelling}$$

With regards to secondary school places, the projections indicate that there will be sufficient places, as such, no contribution would be required.

$$\text{Secondary} = \text{Zero.}$$

Affordable Housing

10%

Core Strategy policy CSP15 identifies that in Royston 15% of the proposed dwellings should be secured in perpetuity as affordable. However, the applicants have cited policy H8 'Affordable Housing' in the Local Plan as being relevant in this case given its increasing weight following submission and advanced stage of hearings.

In order to maintain the viability of the scheme, given that the roundabout will be provided early within the development, and, the fact that the Local Plan is at an advanced stage, it has been agreed that the affordable housing contribution can be reduced to 10% from 15%. The 10% equates to 16no units all of which would be provided on site and secured via a S106 agreement.

Green Space

In accordance with CSP35, CSP42 and the SPD: Open Space Provision on New Housing Developments, all residential development over 20 units are expected to provide green space, whether that be on site or a financial contribution to upgrade existing. As the proposal also represents loss of existing green space there will also be a requirement for compensatory provision for this.

The preliminary green space assessment indicates a deficiency in children's play and youth provision in the area; it is therefore considered appropriate in this instance to provide those on site and the formal recreation provision will be satisfied via an off-site contribution to enhance formal recreation facilities in the locality. Through discussions between the applicant and the Council it has been agreed to reduce the informal open space requirement down to 10% as proposed, in exchange for providing that a LEAP and youth provision is located on site. It is considered appropriate to meet the formal recreation requirement via means of an off-site contribution in this instance; the contribution has been calculated using Appendix 2 of the SPD Open Space Provision on New Housing Developments and equates to £164k.

£ 164,000 = £ 1,000 / dwelling

The design of the LEAP and Youth provision will be conditioned and the off-site contribution will be secured via a s106 agreement.

Ecology and Biodiversity

The application is supported by a detailed ecological assessment. The fields comprise in the main of improved grassland, and field boundaries are composed of some tree line/hedgerows.

Objections have been raised in respect of the loss of important wildlife habitat, the survey identifies that it is void of any ancient habitats and those which are on site are of a low ecological value and are common within the wider landscape environment. The provision of onsite open space, green buffer zones and SUDS would all provide potential areas of habitat providing a degree of biodiversity enhancement.

A bat survey has been submitted with the application which concludes that 'bat activity is found to be relatively low' and that 'the proposals are unlikely to result in significant impacts on local bat populations, provided standard protection measures are implemented. These measures can be conditioned.

Trees

The most significant trees are a group of Oaks along the North Eastern boundary. The proposed development, and specifically the future access road to the site to the North, would result in two of these trees, arguably the best two, being removed. This would have an impact on visual amenity and the Tree Officer raised concerns. The developers were asked to look at alternative locations for the access road but had difficulty given the irregular shape of the land to the North.

Given the location of the trees, away from the highway and in relatively non-prominent positions, it has reluctantly been agreed for the trees to be removed in order to not prejudice the future development of the adjacent land. However, the site does give good opportunity for a tree planting and landscaping scheme to mitigate against the loss. This will be conditioned.

Land Contamination and stability

The preliminary site investigation report identifies that there is potential for some onsite contamination risks. This should not be to an extent that should comprise residential development. As is common with most developments it is recommended that a condition is applied requiring an intrusive site investigation to be undertaken. Accordingly, the contaminated land officer has raised no objections.

In terms of coal mining legacy the site is located within a low risk area so there is no requirement for further analysis to be undertaken.

Archaeology

Geomagnetic surveys have been conducted across the site on the recommendation of South Yorkshire Archaeology Service. Agricultural features were detected over the majority of the survey areas, comprising a series of possible early field boundaries, evidence for ridge and furrow cultivation, and a series of land drains. In addition there was possible evidence for prehistoric activity detected in the form of two possible oval enclosures at the centre of the site. SYAS are satisfied with the level of investigation which has so far been undertaken but recommend that further surveys are conditioned to take place prior to any development commencing. This approach satisfies the requirements of policy CSP30.

Conclusion

The proposal is contrary to saved UDP policy with regard to the Safeguarded Land designation of the site. However, the principle was previously established with the outline approval, and, at present the authority is unable to demonstrate a five year supply of specific, deliverable sites for residential development, as a result the NPPF Presumption in Favour of Sustainable Development applies. Contrary to the representations made against the development all the indications from the analysis of the submitted reports and subsequent consultation responses are that residential development is a sustainable and compatible land use within the locality. The presumption must therefore apply.

The application has adequately demonstrated that the site is of an appropriate size to accommodate 164 dwellings. Its location on the existing settlement boundary means that it benefits from access to plethora of amenities and services which are immediately on hand within Royston district. Royston is a principle town which has been prioritised for future growth; the development would therefore contribute to these objectives. There are no significant or demonstrable adverse impacts associated with the development and the application has successfully demonstrated that an adequate access can be achieved without compromising highway safety.

Recommendation

Grant subject to conditions and subject to signing of S106 agreement for Education, Greenspace, and Affordable Housing.

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

Note - South Yorkshire Residential Design Guide failures are not referenced in Conclusion

- 2 The development hereby approved shall be carried out strictly in accordance with the plans, documents and specifications as approved (see below) unless required by any other conditions in this permission.

Plans;

Planning Layout Drawing - LL-PL/01

Materials Layout - LL-ML/01

Alderney Plans and Elevations - BALD 00CD

Barton Plans and Elevations - BBAT 00CE, C1

Collaton Plans and Elevations - BCLA 00CD

Ennerdal Plans and Elevations - BENN 00CE

Eskdale Plans and Elevations - BESK 00CD, CS

Kenley Plans and Elevations - BKNL 00CE, C1

Kingsley Plans and Elevations - BKEY 00CD

Maidstone Plans and Elevations - BMAI 00CE, C1

Palmerstone Plans and Elevations - BPMS 00CE, C1

Ripon Plans and Elevations - BRIP 00CD

Windermere Plans and Elevations - BWIE 00CD

Woodcote Plans and Elevations - BWOO 00CE, C1

Documents;

Bat Survey - R-2722-02

Geoenvironmental Appraisal - 2366/1

Flood Risk Assessment Report - November 2016

Arboricultural Report & Impact Assessment - AWA1741

Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.

- 3 The external materials shall be in accordance with the approved materials layout Ref: LL-ML/01. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 29, Design.

- 4 Upon commencement of development a plan indicating the position of boundary treatment(s) to be erected shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the dwelling is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason: In the interests of the visual amenities of the locality and the amenities of occupiers of adjoining property and in accordance with Core Strategy Policy CSP 29, Design.

- 5 Prior to the commencement of development plans to show the following levels shall be submitted to and approved by the Local Planning Authority; finished floor levels of all buildings and structures; road levels; existing and finished ground levels. Thereafter the development shall proceed in accordance with the approved details.

Reason: To enable the impact arising from need for any changes in level to be assessed and in accordance with Core Strategy Policy CSP 29, Design.

- 6 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials 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: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.
- 7 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- 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
 - Measures to control the emission of dust and dirt during construction
 - Measures to control noise levels during construction
- Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement, and CSP 29, Design.**
- 8 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.
Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.
- 9 Pedestrian intervisibility splays having the dimensions of 2 m by 2 m shall be safeguarded at the drive entrance/exit such that there is no obstruction to vision at a height exceeding 1m above the nearside channel level of the adjacent highway.
Reason: In the interest of road safety in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.
- 10 Vehicular and pedestrian gradients within the site shall not exceed 1:12.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.
- 11 Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. 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: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

- 12 Development shall not commence until details of the phasing of the development has been submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure a safe and adequate highway network, in accordance with Core Strategy Policy CSP 26.

- 13 Prior to commencement of development full highway engineering construction details, (including highway retaining structure, and phasing of the highway works) shall be submitted to and approved in writing by the Local Planning Authority. Development shall proceed in accordance with the approved details.

Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

- 14 No development shall take place until full foul and surface water drainage details, including a scheme to reduce surface water run-off by at least 30%/maintain or reduce existing Greenfield run-off rates and a programme of works for implementation, have been submitted to and approved in writing by the Local Planning Authority:

Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented and the scheme shall be retained throughout the life of the development.

Reason: To ensure proper drainage of the area, in accordance with Core Strategy policy CSP4.

- 15 No development shall take place until a scheme for disposing of surface water by means of a sustainable drainage system is approved by the Local Planning Authority. The scheme shall include the following details:

- Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- A timetable for its implementation; and
- A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime.

The development shall be implemented in accordance with the approved sustainable drainage scheme and maintained thereafter in accordance with the approved management and maintenance plan.

Reason: To ensure proper, sustainable drainage of the area in accordance with Core Strategy Policy CSP 3.

- 16 Upon commencement of development full details of the LEAP standard play area (include a minimum 5 items of play equipment) and Youth Provision, alongside management responsibilities and maintenance schedules and a programme for installation, shall be submitted for approval in writing by the Local Planning Authority. The approved details shall be implemented in accordance with the agreed timetable for installation.

Reason: In the interests of residential amenity to ensure adequate provision of public open space to meet local needs in accordance with Policy CSP 35 of the Core Strategy.

- 17 Upon commencement of the development the following landscaping details shall be submitted to, and approved in writing by, the Local Planning Authority. The approved details shall be retained thereafter:
- i) proposed finished levels or contours;
 - ii) public open areas;
 - iii) soft landscaping;
 - iv) means of enclosure;
 - v) other vehicle and pedestrian access and circulation areas;
 - vi) hard surfacing materials;
 - vii) minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc); and
 - viii) proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines, indicating lines, manholes, supports etc.)
- Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29.**
- 18 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
- Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29.**
- 19 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas for a minimum of () years, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.
- Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29.**
- 20 No building or other obstruction including landscape features shall be located over or within 3.0 (three) metres either side of the centre line of the sewer i.e. a protected strip width of (6) metres, that traverses the site. If the required stand-off distance is to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker.
- Reason: In order to allow sufficient access for maintenance and repair work at all times.**
- 21 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the local public sewerage, for surface water have been completed in accordance with details submitted to and approved by the Local Planning Authority.
- Reason: To ensure that the site is properly drained and in order to prevent overloading, surface water is not discharged to the foul sewer network.**

- 22 No development within any phase, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation within that phase and this has been approved in writing by the Local Planning Authority. The WSI shall include:
The programme and method of site investigation and recording.
The requirement to seek preservation in situ of identified features of importance.
The programme for post-investigation assessment.
The provision to be made for analysis and reporting.
The provision to be made for publication and dissemination of the results.
The provision to be made for deposition of the archive created.
Nomination of a competent person/persons or organisation to undertake the works.
The timetable for completion of all site investigation and post-investigation works.
Thereafter each phase of the development shall only take place in accordance with the approved WSI and each phase shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the WSI have been fulfilled for that phase or alternative timescales agreed.
Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.
- 23 No development shall commence until full details of the structural condition (including CCTV survey of any culverted section) and the exact route of the watercourse have been submitted to the Local planning Authority. In the event that any culverted section is in need of repair, or that the watercourse channel is in need of clearance/dredging works, then a repair scheme / works schedule shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall proceed in accordance with the approved details.
Reason: To demonstrate its fitness for purpose and proper functioning of the existing watercourse.
- 24 Upon commencement of development details of measures to facilitate the provision of high speed broadband for the dwellings hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In order to ensure compliance Core Strategy policy CSP 42, policy I1 in the emerging Local Plan and in accordance with paragraphs 42 and 43 of the National Planning Policy Framework.
- 25 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:
- Provision of a roundabout at the junction of the site access with Lee Lane;
- Measures to reduce speeds on Lee Lane;
- Measures to prevent parking at the new junction;
- Provision of /any necessary alterations to street lighting;
- Provision of / any necessary alterations to highway drainage;
- Any necessary resurfacing/reconstruction;
- Any necessary signing/lining
The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of highway safety and the free flow of traffic in accordance with Core Strategy policy CSP 26.

PA Reference:-

2016/1490

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BARNSELY MBC - Economic Regeneration



Scale 1: -----