

Application reference number	2024/0917
-------------------------------------	-----------

Application Type	Full
-------------------------	------

Proposal Description:	Residential development of 104no. dwellings including associated works
Location:	Land off High Street, Great Houghton, Barnsley

Applicant	Avant Homes
------------------	-------------

Number of Third Party Reps	12 Received to initial consultation	Parish:	Great Houghton
	12 Received to re-consultation of amended plans		
		Ward:	North East Ward

SUMMARY

The proposal seeks full planning permission for a residential development of 104no. dwellings including associated works. The report demonstrates that any harm generated by the proposal is outweighed by other material planning considerations. The development would not cause an unacceptable level of harm to neighbouring properties, the highway network, trees, biodiversity or the wider character of the area subject to suitably worded conditions.

Recommendation: **GRANT Planning Permission**

Introduction

This application is being presented to the Planning Board in accordance with the Scheme of Delegation as it is a large scale major application and is subject to a S106 legal agreement.

This is a full planning application which proposed the erection of 104 dwellings including associated works. The scheme has been amended during the course of the application and reduced from 108 dwellings to 104 dwellings, including design/internal layout changes and internal and external highway amendments as a result of the consultation responses received.

A total of 24 representations were received from local residents during the rounds of consultations. The recommendation to grant planning permission is subject to the signing of a S106 Agreement to secure full policy compliant financial contributions/obligations in relation to the following:-

- a) 10 affordable homes as shown on the site layout
- b) £178,249.12 Green Space Contribution
- c) £240,000 Education Contribution to Secondary School Places
- d) £78,000 Sustainable Travel Contribution (which includes SYMCA bus stop/service improvements)

Site Description

The area of land to which this planning application relates is located off the east of High Street, a main route through Great Houghton linking to the A1695 and Doncaster Road. The site currently comprises an agricultural field used for growing crops and is characterised by a hedgerow on its western, northern and eastern boundaries, with Manor Farm located to the immediate south of the application site. Adjacent land uses are agricultural to the north and east with allotment gardens beyond, and residential uses adjacent to High Street to the west. The local area consists of a variety of dwelling types, including single and two storey, terraced, semi detached and larger detached dwellings.

The site slopes gently from south west to north east, with most of the site being grassed, with limited areas of hardstanding in the farm yard to the south of the site. There are a number of barns/sheds on the southern end of the site which appear to be in relatively poor condition. The existing access to the site is provided to the western side of the site on High Street.

The site area covers an area of 3.54 hectares. The majority of the application site is designated as an allocated housing site HS90 within the adopted Barnsley Local Plan with a site area of 3.15ha with capacity for 67no dwellings and a smaller area of land to the south of the housing site also forms part of the site and is allocated as Urban Fabric within the Local Plan. The site is located solely within Flood Zone 1 (lowest risk) according to the Environment Agency (EA) flood zone maps for planning. The site is located solely within Flood Zone 1 (lowest risk) according to the Environment Agency (EA) flood zone maps for planning.

Relevant Site History

<i>Application Reference</i>	<i>Application description</i>	<i>Status</i>
2021/1149	Residential development of 87no. dwellings including demolition of existing farm buildings, associated works and provision of on-site open space (Amended Plans and Description)	Withdrawn

Proposed Development

This is a full planning application which proposed the erection of 104 no. dwellings including associated works, which include the removal of poor quality agricultural structures to the south of the site. The scheme has been amended during the course of the application and reduced from 108 dwellings to 104 dwellings, including design/internal layout changes and internal and external highway amendments as a result of the consultation responses received.

The proposal includes 15 different house types of 1 bed, 2 bed, 3 bed and 4 bed properties, including bungalows and 2 and 2.5 storey detached and semi-detached dwellings. Each dwelling has a private garden area with parking spaces (1 space per 1/2 bed and 2 spaces per 3+ beds) created within the plots or within parking courts. The proposal includes visitor parking spaces and a further 14 spaces can be provided on street along the spine road.

The proposal includes a new main vehicular access to the site, which will be provided from the B6273 High Street to the northwest of the site, via a simple priority T-junction and comprises a 6m carriageway on site access road, a 2m footway on either flank of the carriageway and a 10m junction radii. The internal highway scheme includes estate roads and private drives, including a footpath link to the north of the site. Throughout the site, 2m footways will also be provided. Other highway works outside of the site, include a new 2m wide footway to the site frontage to the north western boundary along High Street. Two crossings are proposed, one to the south of the northern pedestrian link, a pedestrian refuge island is proposed just north of Lister Row to facilitate access to the bus stop turnaround. A pedestrian refuge island is also proposed on High Street to the south of the main site access, just to the north of the proposed pedestrian link into the Site. This connection will provide a connection with the nearby bus stop turnaround area on High Street.

The proposal provides a scheme of landscaping, including a Public Open Space area, attenuation basin, the enhancement of existing hedgerow and trees, and additional planting throughout the site. The proposal provides Biodiversity Net Gain, 10% will be provided off-site and as part of ecological mitigation efforts, the site will include bird and bat boxes, hedgehog highways, and a barn owl box.

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) 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.

Local Plan

The site is identified as an allocated housing site HS90 in the adopted Barnsley Local

Plan (January 2019) plus additional land allocated as Urban Fabric and as such the following policies are considered to be relevant to this application:

Site Specific Policy HS90 – Land off High Street, Great Houghton Indicative number of dwellings 67

The development will be expected to: Fully evaluate any hedgerows which are proposed for removal against all the criteria of the Hedgerow Regulations 1997. Valuable hedgerows must be retained within any development.

The hedgerow at the north of the site should be retained and maintained;
Assess mature trees for their ecological value with any valuable or veteran trees being retained; and
Ensure the impacts/effects on the landscape are appropriately minimised and mitigated.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation of 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

SD1 Presumption in favour of Sustainable Development

LG2 The Location of Growth

GD1 General Development

GS1 Green Space

H1 The Number of New Homes to be Built

H2 The Distribution of New Homes

H5 Residential Development on Large Non-allocated sites

H6 Housing Mix and Efficient Use of Land

H7 Affordable Housing

T3 New Development and Sustainable Travel

T4 New development and Transport Safety

D1 High Quality Design and Place Making

Poll1 Pollution Control and Protection

BIO1 Biodiversity and Geodiversity

CC1 Climate Change

CC2 Sustainable Design and Construction

CC4 Sustainable Drainage System (SuDS)

RE1 Low Carbon and Renewable Energy

I1 Infrastructure and Planning Obligations

Adopted Supplementary Planning Documents relevant to this application:

Affordable Housing
First Homes Technical Note
Biodiversity and Geodiversity
Design of Housing Development
Financial Contributions for Educational Provision
Open Space Provision on New Housing Developments
Parking
Planning Obligations
Section 278 Agreements
Sustainable Construction and Climate Change Adaption
Sustainable Travel
Trees and Hedgerows
Walls and Fences

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. NPPF policy of relevance to this application includes:

Para 7 - The purpose of the planning system is to contribute to the achievement of sustainable development.

Para 11 – Plans and decisions should apply a presumption in favour of sustainable development.

Para 61 - To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay

Para 65 - Where major development involving the provision of housing is proposed, planning policies and decisions should expect that the mix of affordable housing required meets identified local needs, across Social Rent, other affordable housing for rent and affordable home ownership tenures

Paras 78-81 - reiterates the importance of a deliverable supply of homes to meet the needs of the district.

Para 96 - Planning policies and decisions should aim to achieve healthy, inclusive, and safe places

Para 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 131 - The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Para 131 - trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined.

Para 139 - 'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

Para 167 - Local planning authorities should also give significant weight to the need to support energy efficiency and low carbon heating improvements to existing buildings, both domestic and non-domestic (including through installation of heat pumps and solar panels where these do not already benefit from permitted development rights).

Para 170 - Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

Para 187 - Planning policies and decisions should contribute to and enhance the natural and local environment.

Para 195 - The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.

Para 197 - Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

Para 198 - Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

Para 207 - In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.

Para 212 - When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).

Para 213 - Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Relevant Consultations

Great Houghton Parish Council – No comments received

Biodiversity- No objections subject to conditions

Highways DC – No objection subject to conditions

SYMCA – No objection subject to financial contribution towards upgrading of Bus Stops and Bus Service provision #

SYAS – No objections and no further work required

Active Travel - Active Travel England (ATE) has no comment to make as it does not meet the statutory thresholds for its consideration.

Drainage – No objection subject to conditions

Urban Design – No objection to amended plans subject to conditions

Yorkshire Water – No objection to amended plan subject to condition

Pollution control – No objection subject to conditions

Contaminated Land Officer – No objection subject to condition

Forestry Officer – No objections subject to conditions

Public Rights of Way – No objection subject to informative

South Yorkshire Mining Advisory Service – No objection subject to informative

Ward Councillors – No comments received

Public Health – No objections received

Representations

Neighbour notification letters were sent to 40 surrounding properties and site notices were placed nearby.

12 representations were received to the original submitted proposal and 12 representations received to the amended plans consultation . The representations raised the following material planning issues:

- Impact on Wildlife
- Impact on nesting birds and bats
- Noise impact
- Concerns the proposal will result in the blocking of driveways
- Traffic congestion
- Impact on local services, schools, doctors, shops and dentists
- The services to this end of the village are very poor now, eg water pressure, and the Internet connections /speeds
- Flood risk and impact on drainage/sewage capacity
- Less housing should be proposed
- Disruption during construction

- The 219 bus service is limited to once every hour each way and every 2 hours in the evenings
- Road pollution from traffic continues to increase and health impact
- There is no indication on the height of new homes proposed to be built. Higher homes would greatly impact at least 20 homes locally.
- This is a quiet area, would the new estate bring anti-social activity as has been reported in Thurnscoe.
- Would these new homes be easily sold in the current market? As house prices are increasing due to the current economy.
- Limited facilities within Great Houghton
- Impact on farmers businesses
- Internal layout appears too constrained
- Impact on access for emergency vehicles, insufficient parking and visitor spaces
- Impact on pedestrians and child safety
- High street already struggles with congestion and speeding issues and use by HGV's
- Proposal will exacerbate peak-time traffic congestion
- Increase turning movements at a point near bends and junctions;
- Overdevelopment of the site/density
- Cumulative Impact with Other Developments
- Harmful impact on the rural character of Great Houghton
- The application should be refused until High Street and Rotherham Road are made safe, there have been fatalities/accidents in the past
- Grave concerns as to location of road that will join High Street on a bend onto a very busy road & with restrictive views (I've added pic of traffic on bend above the entrance/exit to new builds)
- An independent review of the Transport Assessment is required to verify its claims and require the applicant to submit corrected evidence that reflects the realistic public transport situation in Great Houghton and the true level of traffic flows/speeds on Moor Lane
- Recommend the following highways measures to be taken into account;-
Erect Working Speed Cameras;
Build a Roundabout to slow traffic down on approach to the main site entrance;
Erect Traffic Lights on a Crossroads that gives access into the site.
Include more speed bumps to slow traffic down on approach to the 30mph zone

The following matters were also raised, however these are not material planning considerations and as such are afforded no weight:

- Potential occupation of affordable home to immigrants
- There are empty properties for sale in the village at the moment which are proving difficult to sell

Assessment

The main issues for consideration are as follows:

- The acceptability of residential development
- The impact on the character of the area
- The impact on neighbouring residential properties
- The impact on the highway network and highways standards
- The impact on the existing trees
- The impact on the ecology of the site

- Flooding and Drainage issues
- Heritage and Archaeology
- Coal Mining and Contaminated Land
- Financial contributions

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 acceptability of residential development

The site is located within Great Houghton which is identified as a village within the Local Plan. The Local Plan states within the settlement hierarchy that 'Villages vary in size from larger villages to small hamlets but are generally characterised by a more limited range of services and public transport compared with Urban Barnsley and the Principal Towns. Some limited development is identified in these villages.' The supporting text to policy Policy LG2 'The Location of Growth' states that 'villages will be expected to deliver approximately 5% of the overall housing requirement figure through housing allocations or windfall sites.'

In accordance with Local Plan Policy H1 'The Number of New Homes to be Built' and H2 'The Distribution of New Homes' the site is allocated for Housing under Site Specific Policy HS90 – Land off High Street, Great Houghton, with an indicative number of dwellings 67. The proposal also includes an area allocated as Urban Fabric where policy GD1 'General Development' applies which is the starting point for making decisions on all proposals including those on Urban Fabric. The policy states that proposals for development will be approved if 'they are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land' the proposed residential use would be compatible with the adjacent housing proposal site and located within a sustainable location. The proposed residential development is therefore acceptable in terms of spatial and sustainable development terms making it compliant with policies LG2 and H2.

The development also adheres to the site-specific policy HS90 in that it retains the existing trees and trees and hedgerows around the site and in particular to the northern boundary are retained. The proposal also minimises and mitigates the impacts/effects on the landscape. Archaeological remain are known to be present on site and a detailed Desk Based assessment has been submitted to support the application.

Local Plan Policy H6 states Housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. The development is for 104 dwellings with a mix of 1 bed, 2 bed, 3 bed and 4 bed properties and has been informed by the Strategic Housing Market Assessment (SHMA). There are 15no. house types proposed, including bungalows and 2 and 2.5 storey detached and semi-detached dwellings. The submitted layout shows that 4no. house types are M4(2) compliant, totalling 27 units and 1 of the house types is M4(3)(2)(b) compliant totalling 6 units. This meets the requirements of paragraph 6.1 of the Design of Housing Development SPD. As such, it is considered to provide a broad mix of house size, type and tenure, in line with policy H6.

In addition to the above, all new dwellings must ensure that living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing. In addition, development will only be granted where it would maintain visual amenity and not create traffic problems/reduce highway safety. An assessment of the proposals against those criteria is set out within the sections of the report below:-

The impact on the character of the area

In terms of Design, the National Planning Policy Framework attaches great importance to the design and quality of the built environment, stating that 'it is important to plan positively for the achievement of high quality and inclusive design for all development'. The site specific policy HS90 also states that 'the hedgerow at the north of the site should be retained and maintained; assess mature trees for their ecological value with any valuable or veteran trees being retained; and ensure the impacts/effects on the landscape are appropriately minimised and mitigated.' Adjacent land uses are agricultural to the north, which is allocated as Green Belt with allotment gardens beyond to the east, and residential uses adjacent to High Street to the west. The local area consists of a variety of dwelling types, including single and two storey, terraced, semi detached and larger detached dwellings.

A comprehensive visual impact assessment has been submitted with the application and the Urban Design Officer has been consulted. The plans have been amended during the course of the application in line with comments made by the Urban Design Officer, which included alterations to house types and layout changes. In terms of the associated works, these include the removal of poor quality agricultural structures to the south of the site which is acceptable.

In terms of visual impact to the adjacent Green Belt to the north, the proposal includes a number of carefully chosen house types, with single storey properties shown to the north of the site and an area of public open space which allows a softer transition between the Green Belt to the north and the development. In addition, the existing hedgerows and trees have been maintained where possible along the boundaries in order to provide screening and to soften the development.

There is a mix of house types which allow for varied street scenes and a variety of parking solutions, including front/side of dwelling parking and there are no more than 4 spaces in a run without an area of soft landscaping between, and smaller parking courts in accordance with the SPD. There are a number of dwellings which have side of dwelling parking and the vast majority of dwellings have front gardens. An extensive landscaping plan has been submitted, which shows extensive planting and tree lined streets which will need to be managed via a landscape management plan which should be conditioned.

The proposal is considered to be of a high-quality design and would not adversely affect the visual amenity of the area, in accordance with the NPPF and Local Plan Policy D1. This weighs significantly in favour of the development.

The impact on neighbouring residential properties

Concerns have been raised by neighbouring residents in terms of the impact of the proposal by way of disturbance and additional activity within the village. There are no dwellings adjacent to the site boundaries, with the closest dwellings being set on the opposite side of High Street. There would be noise and general activity generated from the proposed 104 dwellings from residential activities and vehicular movements, especially considering the majority of the site is currently fields. However, the majority of the site has been allocated for housing through the

Local Plan process and forms part of Urban Fabric which is located on the edge of the village of Great Houghton.

A Noise Assessment has been provided alongside the application which has been assessed by the Pollution Control Officer. It has been recommended that the noise mitigation measures described in the Noise Impact Assessment shall be implemented so that environmental noise does not cause significant adverse impacts on health or the quality of life of future residents. These measures include specific glazing and acoustic fencing in the properties closest to the noise sources. These measures will be conditioned.

In terms of the amenity for the future residents of the site as a whole, the internal layout of the development meets or exceeds the separation distances set out in the SPD. The proposed house types also meet or exceed the required internal spacing as set out in the South Yorkshire Residential Design Guide. The external garden areas also generally meet or exceed the 50sqm requirement for a 2 bedroom property and the 60sqm requirement for 3 bed plus properties. The residents also have access to an area of on site public open space and there are also improved footpath connections from within the site to the neighbouring Public Rights of Way and crossing points on High Street.

The proposed development would provide acceptable levels of residential amenity for the existing residents surrounding the site and the future residents of the site, which carries significant weight in favour of the proposal in accordance with Local Plan Policies GD1 and the SPD Design of Housing Development.

The impact on the highway network and highways standards

The proposal includes a new main vehicular access to the site, which will be provided from the B6273 High Street to the northwest of the site, via a simple priority T-junction and comprises a 6m carriageway on site access road, a 2m footway on either flank of the carriageway and a 10m junction radii. Capacity analysis has been carried out that demonstrates that this is a suitable form of access for the level of development proposed.

Other highway works outside of the site, include a new 2m wide footway to the site frontage to the north western boundary along High Street. Two crossings are proposed, one to the south of the northern pedestrian link, a pedestrian refuge island is proposed just north of Lister Row to facilitate access to the bus stop turnaround. A pedestrian refuge island is also proposed on High Street to the south of the main site access, just to the north of the proposed pedestrian link into the Site. This connection will provide a connection with the nearby bus stop turnaround area on High Street.

Concerns have been raised with regard to highway safety concerns on High Street. An assessment of the available personal injury collision data has been undertaken for the study area. Based on the information currently available there is no evidence to suggest that there is a particular road safety issue or that the traffic that will be generated by the proposed development will exacerbate the current situation. Junction capacity assessments have been undertaken across the local highway network using industry standard software. The capacity assessments have demonstrated that all the junctions in the study area are operating within the capacity scenarios and as such the impact of the development will be accommodated.

The Highways Officer has been consulted and the scheme was amended to address various changes required by the Highways Officer, including the pedestrian crossing points on High Street and internal road layout changes. High Street also requires some widening to accommodate the changes which will be managed through the section 278 technical approval process. The internal highway scheme includes estate roads and private drives, including a

footpath link to the north of the site. Throughout the site, 2m footways will also be provided. Highways have been working with the applicants throughout the course of the application to achieve an internal road layout which is acceptable from in terms of highway and pedestrian safety.

Each property has the required number of parking spaces in line with SPD 'Parking' with a mix of parking solutions throughout the site. Parking spaces are provided at 1 space per 1/2 bed and 2 spaces per 3+ beds and 14 visitor parking spaces, in accordance with the SPD Parking and a further 14 spaces are to be provided on street along the spine road. The vast number of spaces are within the curtilage of the properties but there are a small number of parking courts.

Bin collection for the majority of the properties would be from the adopted highway immediately adjacent to their curtilage, however, bin lorries will not enter private drives, as such, there are bin collection points located at the entrance of each private drive so the bins can be emptied from the adopted highway.

There is a Public Footpath (Great Houghton FP 4) that runs along the northern boundary of development site, this does not appear to be directly affected by the proposed development, the PROW Officer has no objections to the proposal subject to an informative. Pedestrian/cycle access will be provided via the site access from High Street and via dedicated footpaths towards the north and south of the site. In addition, a 2m wide footway will be provided along the site frontage connecting to the existing footways along High Street.

In conclusion, the Transport Assessment and Travel Plan submitted and amended plans have demonstrated that safe and suitable access to the proposed development can be achieved for all users and that there will be no unacceptable impacts from the development on the transport network or on highway safety in accordance with Policy T4 of the Local Plan. This weighs moderately in favour of the development.

The impact on the existing trees

A tree survey has been submitted with the application and the Tree Officer has been consulted as part of the proposal. The proposal includes some tree/hedge removals to the western boundary along High Street in order to provide improvement works to the highway, however the remainder of the existing hedgerows are to be retained in line with the site specific policy.

The Tree Officer has no objections to the proposals subject to the detailed landscaping scheme being implemented and tree protection measures being put in place to protect the existing trees/hedgerows to be retained. The proposal is therefore in accordance with the site specific policy and Local Plan Policy BIO1 and the Tree and Hedgerows SPD, this weighs moderately in favour of the development.

The impact on the ecology of the site

The site is located within a SSSI Impact Risk Zone. However, consultation with Natural England is not required as the proposal site is located within an existing settlement. An Ecological Impact Assessment, BNG report and statutory metric have been provided to support the application.

The site comprises modified grassland, native hedgerows, mixed scrub, arable, buildings and hardstanding. Preliminary roost assessment surveys of the buildings and trees on site have been undertaken and assessed the features as having negligible potential to support roosting bats. The Ecology Officer has been consulted and agrees with this conclusion and no further

surveys are required. As per the Biodiversity and Geodiversity SPD each new dwelling on site will be required to comprise a minimum of one integrated bat and bird box. The site has potential to support hedgehog, as such mitigation for the species will be required, as per the Biodiversity and Geodiversity SPD.

During the walkover survey barn owl and kestrel pellets were recorded within B2 and during previous surveys of the site pellets were recorded within B1 and B3 and a barn owl was observed during one of the bat activity surveys. The report concludes that the barns are unlikely to be used by breeding barn owl, however, they are used for roosting. Therefore, mitigation for barn owl is required.

The Ecological Impact Assessment report states that there is a net gain of 1.14% (habitat units) and an 11.77% net gain in hedgerow units; the trading rules for habitats have not been met. Post development information has been provided within the metric which confirms that other neutral grassland in moderate condition will be created, alongside mixed scrub, trees, vegetated garden and developed land. Soil testing will be required prior to habitat creation to ensure this can be achieved; soil testing may also inform the requirement for specific seed mixes, depending on substrate type. Taking into account the post development values within the metric there remains a shortfall in habitat units. As such, the applicant has confirmed that habitat units will be purchased from a local habitat bank.

The development shall be completed in line with the Ecological Impact Assessment and the conditions of the planning permission. All the recommendations shall be implemented in full according to the timescales laid out, unless otherwise agreed in writing by the Local Planning Authority, and thereafter permanently maintained for the stated purposes of biodiversity conservation.

Given the above comments, subject to suitably worded conditions the development would meet the requirements of Local Plan condition BIO1 and SPD 'Biodiversity and Geodiversity'. This weighs moderately in favour of the development.

Flooding and Drainage issues

The site is located solely within Flood Zone 1 (lowest risk) according to the Environment Agency (EA) flood zone maps for planning. A Flood Risk Assessment and Drainage Strategy have been submitted with the application. Yorkshire Water initially raised concerns with regard to the existing sewer with associated easement, however amended plans have been received which deal with drainage issues on site and will ensure that the sewer will not be impacted by the proposal or landscaping.

Yorkshire Water and the Council's Drainage Officer have confirmed that they have no objections to the proposal subject to conditions. The proposals are acceptable in terms of drainage and flood risk accordance with Local Plan Policy POLL1.

Heritage and Archaeology

With regard to Archaeology Site Allocation HS90 states that archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation of necessary). A Archaeology and Heritage Desk Based Assessment has been submitted with the application. The report concludes that 'the archaeological potential of the site is considered to be low and of local significance. In addition, in terms of heritage assets, the development would have a neutral effect on the closest Grade II* Listed Building which is located 400m to the south east

of the site boundary. The asset is screened by existing built form within the village of Great Houghton, and no intervisibility is possible between the site and the asset.

SYAS have been consulted and state that a desk-based assessment (DBA) has been submitted with this application building on a previous applications DBA and geophysical survey. These included a good review of aerial photographic evidence and cartographic sources for the site. The geophysical survey did not identify any anomalies of archaeological interest and nor were features of interest noted in the aerial photographs or plans. Whilst there is evidence for prehistoric and Roman activity within the wider landscape, there is no evidence for it within the site. This, taken with the disturbance and asbestos recorded in the site investigations report, indicate negligible archaeological potential. As such, SYAS have advised that no further archaeological investigation is required for the site. The proposal is therefore acceptable in terms of Heritage and Archaeology impacts in accordance with Local Plan Policy HE1.

Coal Mining and Contaminated Land

A Geotechnical and Geo Environmental report have been submitted with the application which found a very shallow coal seam in the north-eastern quarter of the site (which is not indicated on BGS or Coal Authority records), but given its nature outlines that the risk of shallow coal mining to cause a stability concern to the proposed development is very low. As such it concludes that no further works regarding stability from a shallow mining aspect are required. SYMAS have been consulted and have no objections to the proposals subject to the Coal Authority's standing advice being included within the decision notice.

The report also included contaminated land mitigation measures. The Pollution Control Officer has been consulted and has no objections, subject to the mitigation measures being implemented and shall be conditioned to be adhered to. The proposal is therefore considered to be acceptable when measured against policy POLL1 of the Local Plan.

Financial contributions

Paragraph 55 of the NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

Paragraph 57 states that planning obligations must only be sought where they meet all of the following tests:

- 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.

These are the statutory tests as set out in the Community Infrastructure Levy Regulations 2010.

Affordable Housing

The proposal provides 10 affordable homes. Housing developments of 15 or more dwellings will be expected to provide affordable housing. 10% affordable housing will be expected in Great Houghton. The Affordable Housing Team have been consulted and have raised no objections to the proposal, layout, or the split of 50% affordable rent and 50% affordable home ownership.

Public Open Space

The SPD Open Space Provision on New Housing Development states that open space is required on all new housing developments of 20 or more dwellings including flats.

Whilst there is open space provided on site, a minimum of 15% has not been provided on site therefore full contributions in accordance with Appendix 2 of the SPD are required. The figures set out below reflect the cost of providing new and or enhanced green space. The figures reflect the need for larger dwellings to make a proportionally greater contribution than smaller dwellings, as on average they are lived in by more people. The figures also include provision for 15 years maintenance.

1 bed x £693.01 x 6 = £4158.06

2 bed x £1524.32 x 38 = £57,924.16

3 bed x £1828.63 x 39 = £71,316.57

4 bed x £2135.73 x 21 = £44,850.33

Total for public open space = £178,249.12

Education

The SPD Financial Contributions for Educational Provision states that a financial contribution will be needed for planning applications for housing developments where the scheme provides 10 or more homes and there is insufficient capacity in schools.

Barnsley Metropolitan Borough Council is responsible for ensuring there is adequate provision and a viable education infrastructure to support sustainable communities. The council has a statutory duty to ensure there are sufficient places in the area and to promote parental choice by increasing the diversity of educational provisions. Established Pupil Yield Ratios (PYRs) are applied to estimate the number of children likely to result from new housing development in Barnsley. As this application was received prior to the adoption of the new Supplementary Planning Document (SPD) in May 2025, it has been appraised using the previous SPD, which set out the PYRs per 100 family dwellings (2+ bedrooms) are as follows:

Primary	Secondary
21	15

This development is located within Primary School Planning Area 9 and the South East Secondary School planning area.

The amended application indicates a total of 104 dwellings, with 98 designated as family type homes. Using the projected yield rates mentioned earlier, it is estimated that this proposed development will result in an incremental increase of approximately 21 primary school pupils and 15 secondary school pupils over the entire build-out period.

The amended application has been reviewed against current pupil projection data across the applicable planning areas. The following observations are noted as of June 2025:

Primary Schools

The most recent NHS Primary Care Data (May 2025) and the current primary school population indicate that there is adequate capacity within local school to accommodate the number of 0-5 year-olds residing in the planning area. This includes all additional primary demand projected to result from this development.

Secondary Schools

Latest school population data (May 2025) shows the local secondary school is full in Year 7. Forecasts for future Year 7 at Astrea Academy Dearne intakes suggest this situation is likely to continue, i.e. the school is likely to fill, for the next few years.

Additional capacity will be needed to meet the pupil yields from this development, therefore a developer contribution will be required to mitigate the impact of the proposed development. These are set out below and have been calculated in line with the Financial Contributions for Educational Provision (May 2019):

Sector	Calculation	Amount
Secondary	15 Pupils x £16,000 per place	240,000
Total		240,000

Highways

Local Plan Policy T3 requires financial contributions towards improvements to sustainable travel, where levels of accessibility through public transport, cycling and walking are unacceptable. Contributions will be sought on developments of 10 dwellings or more. In accordance with the adopted Sustainable Travel SPD, there is a requirement for the applicant to provide a contribution towards sustainable transport and active travel measures. The formula within the SPD has been used to calculate the contribution and given the site is with the AIZ (Accessibility Improvement Zone) then a 25% reduction is applied.

Number of residential units 104 x person trip rate 10 x £figure to be determined £100 x reduction factor 25%

Total for sustainable travel £78,000

SYMCA have requested the following contributions which are to be taken from the sustainable travel figure above.

Bus stop improvements - Bus stop real-time passenger information display £10,054

Bus service contribution - Costs towards service 219/219a (or equivalent) for a period of 3 years. £43,946. Total £54,000 to be taken from the sustainable travel figure above and not in addition to.

PLANNING BALANCE & CONCLUSION

In accordance with Paragraph 11 of the NPPF (2023) the proposal is considered in the context of the presumption in favour of sustainable development. The proposal is considered to be located within a sustainable location on an allocated housing site suitable for residential development in the Local Plan and using adjacent land allocated as Urban Fabric and this weighs considerably in favour of the application. In addition, the amendments that have been undertaken have shown that a suitable layout can be achieved that would be reflective of the character of the area and safeguard neighbouring properties through appropriate separation distances and this weighs significantly in favour of the application.

All other material planning considerations have been fully explored by the appropriate consultees who have raised no objections to the proposal subject to conditions or S106 contributions and this weighs moderately in favour of the application. Having balanced all material planning considerations, whilst a number of objections have been received in respect

to the proposal, in particular in relation to Highway Safety, they have been suitably addressed through the information supplied and further amendments to the scheme. As a consequence, the positive aspects of the proposal outlined above are not outweighed by any other material planning considerations.

The proposal is therefore, on balance, recommended for approval subject to a Section 106 Agreement and the proposed heads of terms are outlined below.

RECCOMENDATION

Approve subject to conditions

MEMBERS RESOLVE TO GRANT 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:

- a) 10 affordable homes as shown on the site layout
- b) £178,249.12 Green Space Contribution
- c) £240,000 Education Contribution to Secondary School Places
- d) £78,000 Sustainable Travel Contribution

CONDITIONS/REASONS

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

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

2. The development hereby approved shall be carried out strictly in accordance with the plans (Nos: Layout – 4206-200 Rev L, Boundary Treatment Plan – 4206-260 Rev C, Materials Plan – 4206-250 Rev C, Landscape Plans: 4025/2 Rev B (Part 1 of 2) 4025/3 Rev B (Part 2 of 2), Housetype Pack – May 2025 – Second Issue 21069/GA/03 Rev A - Proposed site access and crossing arrangements, 21069/IN/02 Rev B – Proposed High Street Accesses Junction Visibility Splays, 21069/IN/10 Rev A – Junction and Forward Visibility Splays, 21069/ATR/10 Rev (first issue) – Swept Path Analysis Refuse Vehicle Tracking, 21069/ATR/12 Rev (first issue) – Swept Path Analysis Delivery Vehicle Tracking, 21069/ATR/11 Rev (first issue) – Swept Path Analysis Fire Tender Tracking, Transport Assessment dated July 2025 (rev 4) Ecological Impact Assessment V3, Energy Statement, Flood Risk Assessment, Archaeological and Heritage Desk Based Assessment, Noise Impact Assessment, Design and Access Statement, Planning Statement, Drainage Strategy, Construction Method Statement, Landscape and Visual Impact Assessment, Statement of Community Involvement, Travel Plan, Arboricultural Report with Impact Assessment, Arboricultural Method Statement and Tree Protection Plan, Arboricultural Report, SI Report, Parts 1 and 2) and specifications as approved unless required by any other conditions in this permission.

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

3. Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the off-site highway works as indicated on drawing 21069/GA/03 Rev A, has been submitted to and approved in writing by the LPA.

Reason: To ensure that the highway works are designed to an appropriate standard in the interest of highway safety in accordance with Local Plan Policy T4.

4. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:
 - i. The parking of vehicles of site operatives and visitors
 - ii. Means of access for construction traffic
 - iii. Loading and unloading of plant and materials
 - iv. Storage of plant and materials used in constructing the development
 - v. Measures to prevent mud/debris being deposited on the public highway.

Reason: In the interests of highway safety in accordance with Local Plan Policy T4.

5. No development shall take place until a survey of the condition of the adopted highway condition to be used by construction traffic has been submitted to and approved in writing by the LPA. The extent of the area to be surveyed must be agreed by the LHA prior to the survey being undertaken. The survey must consist of:
 - 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 in accordance with Local Plan Policy T4.

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

Reason: In the interests of highway safety in accordance with Local Plan Policy T4.

7. Prior to the commencement of any development involving offsite highway works, a Stage 1 Road Safety Audit shall be submitted to and approved in writing by the Local Planning Authority. The audit shall be carried out in accordance with the requirements of DMRB, GG119 – Road Safety Audit. Subsequent Road Safety Audits (Stages 2, 3, and 4) shall be undertaken at the appropriate stages of design and construction, in accordance with GG119. The brief of each audit shall be

submitted to the Local Planning Authority for approval prior to the audit being undertaken.

All recommendations arising from each stage of the Road Safety Audit shall be addressed through a Response Report and Audit Team Statement to be agreed by the local Highway Authority as Overseeing Organisation, and any agreed mitigation measures shall be implemented in full.

Reason: In the interests of highway safety in accordance with Local Plan Policy T4.

8. Roads other than agreed shared private drives shall be constructed to an adoptable standard and offered for adoption on completion under (the provisions) Section 38 of The Highways Act (1980). Engineering and surface water drainage details shall be submitted for inspection and approval in writing by the (Local Planning Authority) Highways Authority before works commence on site.

Reason: In the interests of highway safety in accordance with Local Plan Policy T4.

9. The development shall be carried out in accordance with the details shown on the submitted plan, "'Drainage Strategy' 48439-ECE-XX-XX-DR-C-0002 (revision P03) dated 29/02/2024 that has been prepared by Eastwood", unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of satisfactory and sustainable drainage in accordance with Local Plan Policy POLL1.

10. No development shall take place unless and until full foul and surface water drainage details, including Yorkshire Water Permission to discharge, have been submitted to and approved in writing by the Local Planning Authority. Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the proper drainage of the area in accordance with Local Plan Policy POLL1.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no building or structure shall be placed or erected within 3 metres, measured horizontally, of any watercourse.

Reason: To prevent damage to the existing culverted watercourse in accordance with Local Plan Policy POLL1.

12. Upon commencement of the development, detailed plans shall be submitted of the proposed substation as shown on the submitted layout plan and approved in writing by the Local Planning Authority.

Reason: In the interests of Visual Amenity in accordance with Local Plan Policy D1.

13. Before use of the development commences, the contaminated land mitigation measures described in report 'Geotechnical and Geo Environmental Site Investigation' produced by Eastwood Consulting Engineers dated 17 September 2024, ref: 48417-ECE-XX-XX-RP-C-0002, shall be implemented so that ground contamination does not cause significant adverse impacts on health or the quality of

life as required by planning policy, to those living and working in the development. This includes:

Where the made ground below the yard is to remain below gardens and landscaped areas, it is considered that a minimum 600 mm thick clean capping layer, including a minimum 100 mm topsoil, will need to be provided. Alternatively, the made ground may be excavated and placed below plots or hardstanding areas to cut off the pathway between site end users and the material.

A 1 m thick capping is required for gardens and soft landscaped areas where coal or coal-rich materials are present within the upper 1 m; if levels are to be raised slightly, this capping will not be required. Similarly, electricity cables should not be laid in coal or coal-rich soils.

DS-2 AC-3z sulphate precautions are required where sub-surface concrete is in contact with made ground, and DS-4 AC-4 for concrete in contact with coal. No sulphate precautions are required where concrete is in contact with the natural ground only.

The scheme shall be maintained and not altered without the prior permission of the Local Planning Authority.

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

14. During 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.

15. Upon the commencement of the development, samples of the external materials to be used in the development shall be submitted and approved in writing by the Local Planning Authority.

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

16. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity.

17. All in curtilage planting, seeding or turfing comprised in the approved details of landscaping shall be carried out on each plot no later than the first planting and seeding season following the occupation of the individual dwellinghouse/s; and any trees or plants which die within a period of 5 years from first being planted, are

removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'.

18. All out of curtilage planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in full in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority upon commencement of development. Thereafter the landscaping shall be carried out in accordance with the approved details and timescales.

Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'

19. The Biodiversity Gain Plan shall be prepared in accordance with the Ecological documents submitted with the application.

Reason: In the interests of clarification and to help deliver a biodiversity net gain on site in accordance with Schedule 7a of the Town and Country Planning Act 1990.

20. The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP) prepared in accordance with the approved Biodiversity Gain Plan has been submitted to and approved by the Local Planning Authority. The HMMP shall include: a) a non-technical summary; b) the roles and responsibilities of the people or organisation(s) delivering the [HMMP]; c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan; d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority, and approved in writing by, the local planning authority. f) A timetable for implementation and completion of creation and enhancement works. g) Notice in writing shall be given to the Council within 10 working days of the implementation of the HMMP h) Notice in writing shall be given within 10 working days of the completion of the habitat creation and enhancement works as set out in the HMMP and a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority. i) Thereafter the created and/or enhanced habitat specified in the approved [HMMP] shall be managed and maintained in accordance with the approved [HMMP] for a period of 30 years following the completion of the development.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Local Plan Policy BIO1 and Schedule 7A of the Town and Country Planning Act 1990

21. The development shall be completed in line with the Ecological Impact Assessment and the conditions of the planning permission. All the recommendations shall be implemented in full according to the timescales laid out, unless otherwise agreed in writing by the Local Planning Authority, and thereafter permanently maintained for the stated purposes of biodiversity conservation.

Reason: In the interests of Biodiversity in accordance with Local Plan Policy BIO1.

22. Notwithstanding the submitted details, prior to first occupation of the site, details of external/internal lighting shall be submitted to and approved in writing by the Local Planning Authority. The details shall be reviewed and produced by a suitably qualified ecologist and clearly demonstrate that 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, this should include;
 - 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;
 - A drawing(s) 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: In the interests of Biodiversity in accordance with Local Plan Policy BIO1.

23. All external/internal lighting shall be installed in accordance with the specifications and locations set out in the approved details. They shall be maintained thereafter in accordance with these details.

Reason: In the interests of Biodiversity in accordance with Local Plan Policy BIO1.

24. Notwithstanding the submitted details, no development shall take place (including demolition, ground works and vegetation clearance) until a Construction Environmental Management Plan - Biodiversity (CEMP-B) has been 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;
- Identification of 'biodiversity protection zones';
- An Invasive Non Native Species (INNS) protocol to ensure INNS are not spread in the wild;
- Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts to during construction (may be provided as a set of method statements e.g. small mammals, amphibians etc.);
- 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;
- 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: In the interests of Biodiversity in accordance with Local Plan Policy BIO1.

25. Prior to the commencement of any development on site a Biodiversity Mitigation and Enhancement Scheme should be submitted to and approved in writing by the Local Planning Authority.

The scheme should include the following on an appropriately scaled plan.

- The number, type and location of bat and bird boxes
- The location of hedgehog highways within the development; residents to be provided within information to prevent the blocking of gaps;
- The location of refuge habitat for small mammals;
- The number, type and location of barn owl boxes.

Reason: In the interests of Biodiversity in accordance with Local Plan Policy BIO1.

26. The erection of fencing for the protection of any retained tree/hedgerow shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To safeguard existing trees, in the interest of visual amenity in accordance with Local Plan Policy BIO1.

27. The following plot numbers are to meet Part M4(2) 'accessible and adaptable dwellings': 2-13, 20-22, 36, 37, 47, 61, 65-67, 81, 92, 93, 96 and 103

The following plot numbers are to meet Part M4(3)(2)(b) 'wheelchair accessible dwellings': 85, 86, 87, 88, 89, 90

Reason: To comply with the SPD 'Design of Housing Development' (2023), para 6.1

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.

INFORMATIVES

- If the developer is to make discharge flows to the existing watercourse he must gain the written agreement of the Land Drainage Authority to discharge flows at an agreed rate – highwaydrainage@barnsley.gov.uk
- If the developer is to carry out works within or in the proximity of any watercourse he must gain the relevant permissions from the Lead Local Flood Authority – highwaydrainage@barnsley.gov.uk

- Safe public access on the right of way should remain available at all times, with no obstruction of or encroachment onto the width of the path and no building debris, storage of materials or parked vehicles limiting access at any time. Appropriate measures should be taken to protect the public, including fencing if necessary.

If safe public access is not possible at any time then a temporary closure must be arranged, providing at least 4 weeks' notice and details of how public access will be managed. For further information contact publicrightsofway@barnsley.gov.uk

- The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242. Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK
- 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.
- Whilst no information is given at this stage about the method of disposal of highway drainage, the developer must be mindful of restrictions on surface water disposal and the emphasis on the use of sustainable solutions. The use of a soakaway system has to be located outside the carriageway and at least 5m from any building which may affect the layout shown. It should be noted that a commuted sum to be used towards the future maintenance costs of each highway drain soakaway, shall be agreed with and paid to the Council, prior to the issue of the Part 2 Certificate.
- 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.
- 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.
- 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

- 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, fees and payment methods are available via www.barnsley.gov.uk/services/roads-travel-and-parking/roadworks-and-road-maintenance/yorkshire-comm...

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.

Appendix 1 – Site Layout:

