JohnsonMowat

Planning & Development Consultants

PLANNING CASE REPORT

HARRON HOMES HOMES

BLEACHCROFT WAY,
STAIRFOOT,
BARNSLEY

Reserved Matters pursuant to Outline application (2017/0753) for the residential development of 230 residential dwelling houses. Reserved Matters relating to the layout, scale, appearance and landscaping of the site.

Harron Homes
Bleachcroft Way, Stairfoot, Barnsley

Planning Case Report

Date: 17 May 2021

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LIMITATIONS

The assessments and interpretation have been made in line with legislation and guidelines in force at the time of writing, representing best practice at that time.

All of the comments and opinions contained in this report, including any conclusions, are based on the information obtained by Johnson Mowat Planning Ltd during our investigations.

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a) the date on which this assessment was undertaken; and
b) the date on which the final report is delivered.

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1.0 INTRODUCTION

1.1 This Planning Case Report has been produced on behalf of the Harron Homes. The report is in support of a Reserved Matters (RM) Planning Application, pursuant to Outline permission (2017/0753), which seeks permission for matters relating to layout, scale, appearance and landscaping. The Outline application was granted planning permission on the 8th April 2021. The principle of development has therefore been established and this application seeks approval for the detailed design of the scheme. This is a site allocated for 230 dwellings in the adopted Barnsley Local Plan (HS27).

1.2 The purpose of this Case Report is to provide rationale and comparison between these RM proposals and those approved at Outline.

2.0 OUTLINE PLANNING PERMISSION

2.1 Outline planning permission was granted on 8th April 2021 by Barnsley Metropolitan Borough Council for approximately 250 dwellings with access considered (Application Ref 2017/0753). A copy of the decision notice is attached at Appendix 1.

2.2 The details of the proposed development were set out within the Design and Access Statement accompanying the Outline Planning Application.

2.3 The consented development comprises the following principles:-

- The erection of up to 250 dwellings;
- Provision of Public Open Space (secured by S106 agreement), a youth facility and open land for informal play;
- Access arrangements via Bleachcroft Way and Stairfoot Way;
- Affordable Housing (secured by S106 agreement);
- Off-site Greenspace Contribution (secured by S106 agreement);
- Sustainable Travel Contribution (secured by S106 agreement);
- Highways Contribution (secured by S106 agreement); and
- Education Contribution (secured by S106 agreement);

2.4 The purpose of this application is to deal solely with the detailed design matters relating to layout, scale, appearance and landscaping.

Section 73 Application

2.5 A Section 73 Planning Application (S73) was submitted to Barnsley Metropolitan Borough Council on 20th April 2021 (PP-09743638). This submission requested a variation to Conditions 3, 4 and 15 of the Outline consent (2017/0753).

2.6 These conditions are requested to be varied in order to remove restrictions in relation to feasibility sketch layout drawing ref: 18 5221 SK04. Initial discussions have taken place with the Council on this matter and have indicated that they are supportive of the approach subject to a suitable Reserved Matters application. Drawing ref 18 5221 SK04 provided several design elements which are not practical to the deliverability of the site, primarily:

- SK04 provides areas of open space/play provision on areas more suitable for housing.
- The layout places houses into steep areas with no recognition for retaining structures or engineering solutions.
- House types shown on plan do not meet internal space standard requirements.
- The site utilises areas not available for purchase – i.e. deliverability of PROW improvements to the front of the commercial buildings and an area of POS.
- SK04 relies on outdated drainage outfall details which resulted in no onsite storage. Modern outfall details are a lot more restricting and now requires a large attenuation basin.
- The applicant is committed to providing an area of improved grassland, which they are looking to reduce and improve additional areas in the supporting PEA/BMP detail.

2.7 At the time of submission, the S73 is awaiting a decision notice.

3.0 RESERVED MATTERS PROPOSALS

3.1 Conditions 1 and 2 of the Outline consent relate to the submission of Reserved Matters proposals for details of appearance, landscaping, layout and scale in a timescale of not later than 3 years from the date of the Outline permission. The submission of this Reserved Matters application is therefore compliant with Conditions 1 and 2.

3.2 This Reserved Matters application seeks planning permission for the residential development of 230 dwellings. A copy of the Proposed Site Layout (Drawing Ref: PL-001) can be found at Appendix 2 and forms part of the submission documentation.

3.3 The Reserved Matters proposals include the following elements:-

- Provision of 230 dwellings;
- 10% Affordable Housing on-site (23 dwellings);
- The proposed residential development offers a scheme of 2, 3 and 4 bedroom dwellings with a range of house types, these being semi-detached and detached properties;
- Front gardens to the majority of dwellings allows for landscaping throughout creating an attractive street scene;
- Primary access from Stairfoot Way with secondary access from Bleachcroft Way;
- Public Open Space located sensitively within the site with provision for a Local Area of Play;

<u>Scale</u>

3.4 Originally the Outline Planning Application was submitted for the residential development of up to 250 dwellings with access for consideration only.

3.5 This RM application complies with the Outline consent on the basis that the RM submission seeks planning permission for 230 dwellings. This has been reduced from the indicative capacity of 250 dwellings due to detailed design solutions required to overcome the constraints of the site. The 230 dwelling proposal is consistent with the Local Plan allocation.

3.6 The 230 dwellings replicate the storey height of existing buildings within the vicinity of the site. It is considered that the scale of the proposals are reflective of the prevailing housing character in the immediate and wider area.

Access

3.7 The access arrangements were approved as part of the Outline consent as set out on the Indicative Site Layout Plan (Drawing Ref: PL02), accompanied by the Design & Access Statement. The access arrangements are secured through both Condition 1 and Condition 3 of the Outline consent. Condition 3 States:-

> *"The reserved matters application shall be in general accordance with the parameters as shown on the approved plan Drawing ref: 18 5221 SK04 received 17th June 2019 unless required by any other conditions in this permission and shall provide a minimum number of 230 dwellings."*

3.8 The technical details of the access point as approved in Outline have been replicated in the Reserved Matters submission and are discussed within the supporting Design and Access Statement.

Layout

3.9 The proposed site layout (Drawing Ref: PL-001) forming this Reserved Matters submission follows the boundary of the approved Indicative Site Plan which accompanied the Outline planning application.

3.10 The scheme proposes 10% affordable on-site which equates to 23 dwellings, as agreed in the S106 agreement approved as part of the Outline planning application.

3.11 The housing mix is proposed as follows:-

House type	Market Housing	Affordable Housing
2 No. Bedroom Dwellings	0	14
3 No. Bedroom Dwellings	62	9
4 No. Bedroom Dwellings	145	0
Total	**207**	**23**

3.12 The parking provision for this site includes a minimum of 2 parking spaces for 2-3 bed homes and 2 – 3 spaces for 4 bed homes. Ample on-street visitor parking is available through the development with the road width being appropriately designed to accommodate parked cars without disrupting the flow of vehicles.

3.13 To comply with Condition 23 of the Outline consent, electric vehicle charging points are proposed for each dwelling and will be located in appropriate and accessible locations. As such, the proposal complies with Local Plan Policy T3.

Amenity and Public Open Space

3.14 A core principle of planning is to seek to secure a good standard of amenity for all existing and future occupants of land and buildings. The Reserved Matters submission looks to ensure that the amenity of current and future occupiers and neighbours is protected.

3.15 The provision of public open space within this development has been broadly located in those areas as illustrated on the Masterplan that supported the Outline Planning Application.

Appearance

3.16 The proposed building materials will reflect the wide variety of existing materials in the surrounding are to include a mix of the following:

- Red facing brickwork.
- Buff facing brickwork.
- White uPVC soffits and fascias.
- Black painted external doors.
- Black pre-finished garage doors.
- Black uPVC half round gutters with round RWP's.
- Keystone Brindle block paving.
- White uPVC casement windows.
- Black uPVC rainwater pipes.
- Grey slate roof tiles.
- Red roof tiles

3.17 Two distinct brick types are proposed to vary the elevations of the housing throughout the site.

3.18 The use of a through contrasting red and grey coloured roof tiles will mark corners and represent focal end stops within the development layout.

Landscaping

3.19 A landscape masterplan shown in fig 16 has been produced which sets out the landscape design principles and indicative plant species for the public open space and plots. It has been informed by the Preliminary Ecological Appraisal Report (By Brooks Ecological) as well as the surrounding contextual opportunities and constraints

3.20 The proposed site has three main areas of public open space, (POS). The most western area consists of a retained mosaic of birch/oak acid woodland/heath habitat adjacent to a more open grass area with trim trail equipment, low play mounds, tree planting and benches proving opportunities for play and rest. An informal footpath through the retained woodland and main surfaced path will form good connections through the site and encourage use.

3.21 The boundaries adjacent to railway line will be strengthened with a native shrub/tree buffer mix. Guidance shall be taken from Network Rail on recommended planting species and distances from the railway track.

3.22 Along the southern boundary adjacent to Dob Sike the existing wet woodland vegetation will be retained and enhanced with suitable trees, shrubs and wildflowers.

3.23 There are two attenuation basins proposed to the eastern side of the site. These will be seeded with a suitable grass/wildflower mix for seasonally wet soils. The spaces can also be utilised as an open space for activities like picnics, kickaround and walking during the drier months.

3.24 Wildflower grass along the periphery of the site, bulb and tree planting throughout the POS will add colour, interest through the seasons and further enhance the ecological value.

3.25 Plots will include trees and evergreen hedgerows where possible as well as some areas of ornamental shrub planting.

3.26 All the soft landscape features will aim to improve biodiversity and create an attractive setting for the development.

4.0 PLANNING POLICY

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:
"If regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts the determination must be in accordance with the plan unless material considerations indicate otherwise."

4.2 At the time of writing the current development plan comprises solely of the adopted Barnsley Local Plan (January 2019). The Local Plan covers both the strategic and site specific proposals. The application site is designated as an allocated housing site HS27 within the adopted Barnsley Local Plan (January 2019) for 230 dwellings.

4.3 National Policy Guidance is provided by the National Planning Policy Framework (the Framework) which was adopted on the 27th March 2012 and subsequently revised. The most up to date version is the February 2019. The Framework is a material consideration.

Local Policy

Barnsley Local Plan (January 2019)

4.4 The Barnsley Local Plan was adopted by Full Council on 3rd January 2019. The Local Plan replaces the Barnsley Core Strategy and Unitary Development Plan. The document sets out the strategic policies, development management policies and site specific policies and allocations.

4.5 The Local Plan, Section 2 Vision and Objectives sets out that to meet its objectives it will enable the delivery of at least 21,546 homes.

4.6 Policy GD1 sets out the general approach to development within the authority. The policy details a series of criteria of which development meeting each of the requirements will be approved without delay. Such considerations include impacts on amenities of existing and future occupiers, compatibility with neighbouring uses and environmental impacts. The proposal does not conflict with the requirements of this policy.

4.7 Policy LG2 sets out the location of growth in the district. The policy sets out that the priority for development and the highest priority will be in urban Barnsley.

4.8 Policy H1 sets out that the Council will seek to achieve the completion of at least 21,536 net additional homes between 2014 and 2033. Para 9.1 sets out a target of 1,134 dwellings per annum.

4.9 Policy H2 proposes a total of 9,070 new homes between 2014 and 2033 which is 43% of the overall supply for the district. The policy identifies 3,258 dwellings through existing planning permissions within Urban Barnsley resulting in the requirements for a further 5,812 dwellings.

4.10 Policy H6 relates to housing mix and the efficient use of land. The policy seeks an appropriate mix of house type, size and tenure, together with a target density of 40 dwellings per hectare in Urban Barnsley and Principal Towns. The policy does support lower densities where they are necessary for character and appearance, need, viability or sustainable design.

4.11 Policy H7 relates to affordable housing and sets out that developments of 15 or more dwellings will be expected to provide affordable housing. It sets out that 10% affordable housing will be expected in this Site Location.

4.12 Policy T3 relates to new development and sustainable travel and expects new development to:-

- "Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;
- Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate having regard for cross boundary local authority liaison; and
- Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate having regard for cross boundary local authority liaison**.** Travel plans will be secured through a planning obligation or a planning condition." (JM underlining).

4.13 Policy T4 relates new development and transport safety it requires development to be safe and secure access for all road users.

4.14 Policy D1 relates to high quality design and place making. The policy sets out the design principles and a checklist of design considerations for development proposal to consider. The proposal does not conflict with the requirements of this policy.

4.15 Policy HE1 sets out the Council's approach to the historic environment.

4.16 Policy HE2 sets out the requirements for heritage statements (of which the application is supported by).

4.17 Policy CC3 sets out sites over 1 hectare in flood zone 1 requires a site specific flood risk assessment. It also requires development of brownfield sites to reduce surface water run off by 30%.

4.18 Policy CC4 requires SUDS to manage surface water drainage unless SuDS are inappropriate. The policy sets out that detailed planning applications must be supported by a detailed drainage plan and SuDS design statement.

4.19 Policy HS27 expects development to:

- Provide off site highways capacity works at Stairfoot;
- Retain the wet woodland on the site's southern boundary which forms part of a habitat corridor;
- Retain the areas of more species-rich grassland within the railway cutting and in the site's north-eastern corner;
- Provide landscape screening to the site's open southern aspect to the Green Belt which is formed by Dob Syke;
- Retain the grasslands at the south-west and north-east of the site plus the woodland/stream corridor to the east; and
- Safeguard the setting of the Listed Buildings at Swaithe Hall and Ardsley Cemetery

Barnsley Developer Contributions SPDs

4.20 BMBC have adopted a series of lower order planning documents known as SPDs. There are a number of Supplementary Planning Documents that set out where the Council will seek planning contributions. These are:

- Financial Contributions for School Places
- Sustainable Travel
- Affordable Housing
- Open Space Provision on New Housing Developments

4.21 The overarching Developer Contribution SPD informs at para 4.2 that where contributions are required for school places or sustainable travel, these will take precedence.

National Policy

National Planning Policy Framework

4.22 The Government's National Planning Policy Framework (the Framework) now forms the relevant policy guidance at the national level for the determination of all planning applications; this is especially so where the local development plan is either silent, absent or out of date. The Framework is a material consideration which must be taken into account in all planning decisions.

4.23 Para 2 of the advice states:-

> *"Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions."*

4.24 There are three objectives (Para 8) of sustainable development comprising the economic, social and environmental roles.

4.25 Para 10 sets out that the heart of the framework is a presumption in favour of sustainable development.

4.26 So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development. Para 11 of the Framework identifies how this presumption is to be applied in making decisions on individual applications stating:-

> *"For decision-taking this means:*
>
> *c) approving development proposals that accord with an up-to-date development plan without delay;" (JM underlining).*

4.27 It is considered that the proposal complies with the Development Plan which allocates the site for housing.

4.28 Beyond Chapter 4 of the Framework there are 13 topic areas (as well as Annex 1 and 2) which form the Framework document and those topic areas considered of relevance to this planning application are set out below:-

Section 4: Decision Making

4.29 In determining applications, Para 38 states:-

> *"Local Planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible."*

4.30 Para 47 requires that:-

> *"Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing."*

4.31 Para 57 addresses the topic of considering 'viability' of a proposal having regard to the policies of the Plan. It states:-

"Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available."

4.32 The application is currently not supported by a viability assessment.

Section 8: Promoting healthy and safe communities

4.33 Para 91 sets out that planning policies and decisions should aim to achieve healthy, inclusive and safe places.

Section 9: Promoting Sustainable Transport

4.34 Para 103 sets out that:-

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health."

4.35 Para 110 sets out development should:-

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

4.36 Para 111 sets out that:-

"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Section 12: Achieving Well Designed Places

4.37 Para 124 stresses the Government's commitment to achieving good design, high quality buildings and places.

4.38 Para 127 sets out planning policies and decisions should:-

a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*

b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*

c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users[46]; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

Section 14: Meeting the challenge of climate change, flooding and costal change

4.39 Para 150 sets out that new development should be planned to:-

"a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and

b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards."

4.40 Further at Para 153 it sets out that:-

"In determining planning applications, local planning authorities should expect new development to:

a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and

b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption."

Section 15: Conserving and enhancing the natural environment

4.41 Para 170 sets out the requirement to contribute to and enhance the natural environment in polices and decisions by:-

"d) minimising the impacts on and providing net gains for biodiversity…..

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate."

Annex 1: Implementation

4.42 Para 212 with regard to decision taking:-

"The policies in this Framework are material considerations which should be taken into account in dealing with applications from the day of its publication."

4.43 The proposals constitute sustainable economic development and under the circumstances, it is clear that significant weight should be attached to this. The proposals wholly conform with the Framework.

5.0 SUMMARY AND CONCLUSIONS

5.1 This Reserved Matters Planning Statement has been produced to detail the compliance of the Reserved Matters proposals with that of those approved within the Outline permission and the relevant local planning policies.

5.2 No planning balance has been undertaken at this time as Outline planning consent has been granted and the principle of development is accepted on this site.

5.3 The analysis of the RM proposals demonstrate that the proposals are compliant with both local policy and the requirements of the Outline consent. The key points can be summarised as follows:

- Proposals for 230 dwellings is compliant with the HS27 allocation;
- Scheme proposes 2, 3 and 4 bedroom dwellings with a range of house types;
- The proposals provide 10% affordable dwellings equating to 23 dwellings on site;
- Access to the site is from Bleachcroft Way and Stairfoot Way;
- The development proposals for this site will be sympathetic to the existing scale of Stairfoot and will offer properties similar to those in the existing urban grain.

5.4 Taking into account all of the above factors, this report has demonstrated that the RM proposals are compliant when assessed against the Outline consent. The principle of development was established at Outline stage and there are no adverse impacts that would arise from residential development of this site.

5.5 It is therefore considered that the proposals forming the 230 dwelling RM is consistent with HS27 and all other BMBC Local Plan policies and submission should be favourably considered and approved without delay.

APPENDIX 1

BARNSLEY
Metropolitan Borough Council

Place Directorate
Regeneration and Culture
Planning and Building Control

GRANT OF OUTLINE PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2017/0753

To Savills (UK) Limited
Ground Floor
City Point
29 King Street
Leeds
LS1 2HL

DESCRIPTION Outline planning application for approximately 250 residential dwelling houses (Use class C3), means of access and associated works.

LOCATION Bleachcroft Way, Stairfoot, Barnsley, S70 3PA

Permission is **granted** for the proposals which were the subject of the Application and Plans registered by the Council on 09/06/2017 and described above.

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

The approval is subject on compliance with the following conditions:

1 Application for approval of the matters reserved in Condition No. 2 shall be made to the Local Planning Authority before the expiration of three years from the date of this permission, and the development, hereby permitted, shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.
Reason: In order to comply with the provision of Section 92 of the Town and Country Planning Act 1990.

2 The development hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-

(a) the layout of the proposed development.
(b) scale of building(s)
(c) the design and external appearance of the proposed development.
(d) landscaping

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

3 The reserved matters application shall be in general accordance with the parameters as shown on the approved plan Drawing ref: 18 5221 SK04 received 17th June 2019 unless required by any other conditions in this permission and shall provide a minimum number of 230 dwellings.
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policies D1 and GD1.

4 The reserved matters submission shall substantially accord with the feasibility sketch layout drawing ref: 18 5221 SK04 received 17th June 2019 and shall include a central area of open space of sufficient size to accommodate children's play (minimum LEAP standard), a youth facility and open land for informal play in accordance with S11 of the adopted SPD Open space provision on new housing development.
Reason: To provide for the needs of children and create an attractive and successful neighbourhood in accordance with Local Plan Policy GS1 and D1.

5 The reserved matters submission shall be accompanied by details of actions for mitigation of air quality impact, taking into account the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance, and submitted damage cost calculation.
Reason: In the interests of minimising the impact of the proposal on local air quality in accordance with Local Plan Policy POLL1.

6 Detailed plans shall accompany the reserved matters submission indicating 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 Local Plan Policy D1 and GD1.

7 No development or other operations being undertaken on site shall take place until the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:

Tree survey
Tree constraints plan
Arboricultural impact assessment
Tree protective barrier details
Tree protection plan
Arboricultural method statement

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality.

8 The erection of barriers and any other measures specified for the protection of any retained tree 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 and in accordance with Local Plan Policy BIO1.

9 Upon commencement of development, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity.

10 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 other of similar size and species.
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity.

11 A detailed scheme of drainage shall be submitted with the reserved matters application for approval. The scheme shall comprise full foul and surface water drainage details.
Reason: To ensure proper drainage of the area in accordance with Local Plan Policy POLL1 Pollution Control and Protection.

12 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved by the local planning authority before development commences.
Reason: To ensure that the site is properly drained and surface water is not discharged to the foul sewerage system which will prevent overloading.

13 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no building or structure shall be placed or erected within 6 metres of the watercourse shown on the approved plan.
Reason: To prevent damage to the existing [sewer, watercourse or culverted watercourse] in accordance with Local Plan Policy POLL1 Pollution Control and Protection.

14 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:

a. 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;
b. A timetable for its implementation; and
c. 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 that the site is properly drained and surface water is not discharged to the foul sewerage system which will prevent overloading.

15 A detailed scheme of ecological mitigation and enhancement and maintenance shall be submitted with the reserved matters application. The scheme shall broadly follow the measures set out in the Preliminary Ecological Appraisal and Addendum to Preliminary Ecological Appraisal dated 1st November 2017. The scheme shall identify a timetable for implementation and maintenance for 5 years. The scheme shall be accompanied by a plan which clearly identifies what ecological features are proposed to be retained, mitigated and enhanced. Thereafter the development shall be carried out in accordance with the approved measures.
Reason: In the interests of biodiversity and in accordance with Local Plan Policy POL1.

16 Upon commencement of development details of measures to facilitate the provision of high speed broadband for the development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In order to ensure compliance with Policy I1 in the adopted Local Plan and in accordance with paragraphs 42 and 43 of the National Planning Policy Framework.

17 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.

18 The reserved matters application shall be accompanied by a noise and dust management plan detailing how noise and dust shall be controlled during construction. Once approved the applicant shall adhere to the noise and dust management plan at all times.
Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policy POLL1.

19 Prior to the submission of any reserved matters application, an archaeological evaluation of the application area will be undertaken in accordance with a written scheme of investigation that has been submitted to and approved in writing by the Local Planning Authority. Drawing upon the results of this field evaluation stage, a mitigation strategy for any further archaeological works and/or preservation in situ will submitted to and approved in writing by the Local Planning A. Thereafter the approved scheme shall be implemented.
Reason: To ensure that the site is archaeologically evaluated in accordance with an approved scheme and that sufficient information on any archaeological remains exists to help determine any reserved matters and to comply with Local Plan policy HE6.

20 A noise impact assessment shall accompany the reserved matters submission which shall have been used to inform the layout and design of the scheme such that mitigation to achieve the following sound levels are achieved within all dwellings;

o Bedrooms: LAeq (8 hours) - 30dB (2300 to 0700 hours);
o Living Rooms & Bedrooms: LAeq (16 hour) - 35dB (0700 to 2300 hours);
o Bedrooms: LAFmax - 45dB (2300 to 0700 hours).

Where the above noise criteria cannot be achieved with windows partially open, include a system of alternative acoustically treated ventilation to all habitable rooms.

The assessment shall be accompanied by a plan which clearly identifies the different types of mitigation measures proposed, where each type of mitigation is proposed and a programme of implementation. Thereafter the development shall be carried out in accordance with the approved measures.
Reason: In the interests of biodiversity and in accordance with Local Plan Policy POLL1.

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

i. A plan to a scale of 1:1250 showing the location of all defects identified
ii. A written and photographic record of all defects with the corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of survey.

On completion of the development, a second condition survey of the adopted highway shall be carried out to identify defects attributable to the traffic associated with the development. It shall be submitted for the written approval of the Local Planning Authority. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.
Reason: To ensure that any damage to the adopted highway sustained throughout the development process is identified and subsequently remedied at the expense of the developer in interests of highway safety and in accordance with Local Plan Policy T4.

22 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

At no time shall Field Lane be permitted as a means of access or parking for construction vehicles or construction traffic
Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Local Plan Policy T4 New Development and Transport Safety and Local Plan Policy D1 High Quality Design and Place Making.

23 Vehicular and pedestrian gradients within the site shall not exceed 1:12 to ensure safe and adequate access
Reason: In the interests of highway safety and the free flow of traffic in accordance with Local Plan policy GD1 and D1.

24 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 Local Plan Policy T4 New Development and Transport Safety.

25 Prior to the commencement of construction works, details of Electric Vehicle Charging Points shall be submitted to and approved in writing by the Local Planning Authority. The works shall be installed in accordance with the approved details prior to first occupation of the development and thereafter retained in accordance with the approved details.
Reason: In interests of promoting sustainable travel opportunities and in accordance with Local Plan Policy T3 New development and sustainable travel and adopted SPD Sustainable Travel.

26 Prior to commencement of construction works a scheme for the parking of bicycles shall be submitted to and approved in writing by the LPA. The approved scheme shall be fully implemented before the development is first occupied (or brought into use) and thereafter retained for this purpose.
Reason: In interests of encouraging use of sustainable modes of transport in accordance with Local Plan Policy T3 New Development and Sustainable Travel.

27 Prior to the first occupation of the development hereby a vehicular access (and / or pedestrian / cyclist access) shall constructed for the site and for each plot in accordance with the BMBC highway specification thereafter retained for the duration of the development.
Reason: In the interests of sustainable transport and highway safety in accordance with Local Plan Policy T3 and T4.

28 All surface water run off shall be collected and disposed of within the site and shall not be allowed to discharge onto the adjacent highway.
Reason: In the interests of highway safety in accordance with Local Plan Policies T4 New Development and Transport Safety and POLL1 Pollution Control and Protection.

29 Prior to the commencement of development engineering and surface water drainage details shall be submitted for inspection and approval in writing by the (Local Planning Authority) Highways Authority.
Reason: In the interests of highway safety in accordance with Local Plan Policy T4.

30 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).
Reason: in the interests of highway safety in accordance with Local Plan Policy T4.

31 Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan. The splay shall thereafter be maintained at all times free from any obstruction exceeding 900mm above the level of the adjacent highway carriageway.
Reason: In interests of highway safety and Local Plan Policy T4.

32 No building or use hereby permitted shall be occupied until pedestrian visibility splays of 2 x 2m to the back edge of the footway / verge shall be provided at the proposed access (or drive). Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.6m to the rear of the footway/ verge which would obstruct the visibility splay. The visibility splay shall be maintained free of obstruction at all times thereafter for the lifetime of the development.
Reason: To ensure drivers have clear and unrestricted views of approaching pedestrians when pulling out onto the public highway, in the interest of highway safety and Local Plan Policy T4.

33 Prior to the first occupation of the development hereby permitted, parking provision will be in accordance with the standards set out within Barnsley's Parking SPD. Driveways and vehicle parking areas accessed from the approved streets shall be properly consolidated and hard surfaced and drained into the site and subsequently maintained in good working order at all times thereafter for the lifetime of the development.
Reason: To ensure that there are adequate parking facilities to serve the development which are constructed to an acceptable standard and in the interests of highway safety in accordance with Local Plan Policy T4.

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

35 The driveway length in front of any garage(s) shall be at least 6m (5.5m with the use of a roller shutter door) measured from the garage doors to the highway boundary.
Reason: To ensure parked vehicles do not overhang the adjoin public highway thereby adversely affecting highway users in accordance with Local Plan Policy T4.

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

37 The development hereby permitted shall not be commenced until a Travel Plan has been submitted, for the approval in writing by the Local Planning Authority.
Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with promoting sustainable travel in accordance with Local Plan Policy T3.

Informative(s)

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

1 Works on the Public Highway - 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.

2 Streets to be Adopted - The development hereby approved includes the construction of new highway. To be considered for adoption and on-going maintenance at public expense, it must be laid out and constructed to the BMBC engineering standard details and to the terms of phasing of the development. You are advised that you must enter into a highway agreement under s38 of the Highways Act 1980. The development will be bound by the Sections 219 to 225 of the Highways Act 1980 (the Advances Payments Code). Fees are payable for the drafting of the agreement, approval of the highway details and inspection of the works. For more information or to apply, please contact Highways Development Control on email HighwaysDC@barnsley.gov.uk or call to 01226 773555 prior to any work commencing on site. Please note that it is necessary to gain all technical and legal approvals for all street road details from the LHA prior to submission of such approved details to the LPA to discharge condition x of this consent.

3 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 - Contact Wayne Atkins (01226 772182)

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

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

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

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

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

Property-specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com or a similar service provider.

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

6 Definition:
What is full-fibre? Full-fibre networks use fibre optic cables to connect the exchange directly to each premises. Full-fibre connections are capable of delivering speeds greater than 1 gigabit per second (Gbps; 1 Gpbs is equal to 1000 Mbps). Full-fibre networks are more reliable than copper-based networks and cheaper to maintain and operate. Full-fibre networks are also important for supporting high capacity mobile broadband networks, particularly future 5G networks. Full-fibre networks, also referred to as fibre-to-the-premises (FTTP) or fibre-to-the-home (FTTH), consist of fibre optic cables running from the local exchange directly to each premises. Fibre optic cables transmit data using light and can carry more data with faster speeds and significantly less signal loss with distance compared to copper cables.

7 The development hereby approved includes the creation of/carrying out of alterations to vehicular access (es). You are advised that before undertaking work on the adopted highway you will require a Section 184 licence from the Highway Authority. The works shall be to the specification and constructed to the satisfaction of the Highway Authority. Fees are payable for the approval of the highway details, and inspection of the works. Further information and an application form are available on the BMBC website at https://www.barnsley.gov.uk/services/roads-travel-and-parking/parking/dropped-kerbs/ or please contact at email Streetworks@barnsley.gov.uk or call to 01226 773555.

8 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.

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

10 Whilst no information is given at this stage about the method of disposal of highway drainage, I am mindful of restrictions on surface water disposal and the emphasis on the use of sustainable solutions. The use of a soakaway system has to be located outside the carriageway and at least 5m from any building which may affect the layout shown. It should be noted that a commuted sum to be used towards the future maintenance costs of each highway drain soakaway, shall be agreed with and paid to the Council, prior to the issue of the Part 2 Certificate.
It should be noted that no pipes, culverts, water attenuation tanks or similar greater than 900mm can be placed beneath the area to be defined as public highway. All drainage installed under the Highway is to be adopted by the sewerage undertaker or, in the case of highway drainage, the Local Highway Authority.

11 Street lighting design and installation is generally 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. Streetlighting@barnsley.gov.uk as soon as possible.

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

13 As defined within the South Yorkshire Residential Design Guide, commuted sums, may be required to be paid to the local authority. Examples where commuted sums will normally be required are contained within section 4J.7.21.

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

15 It should be noted that any highways structures will require technical approval in accordance with the approval procedure based on DMRB BD2. The developer will be responsible for preparing and submitting the AIP, with the technical approving body being the Highway Authority. The approval procedure is to be followed for the construction or alteration of any highway structure whether to be adopted or not.

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

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

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

Signed Dated 08/04/2021



Joe Jenkinson
Head of Planning and Building Control

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

NOTES:-

Appeals to the Secretary of State

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

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

Purchase Notices

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

Compensation

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

APPENDIX 2

0 5 10 25 50m

1:500

STAIRFOOT WAY

Issues

Water

Tank

LAP

proposed attenuation

Path (

Und

Def

Ward Bdy

Drain

CS

Dob Sike

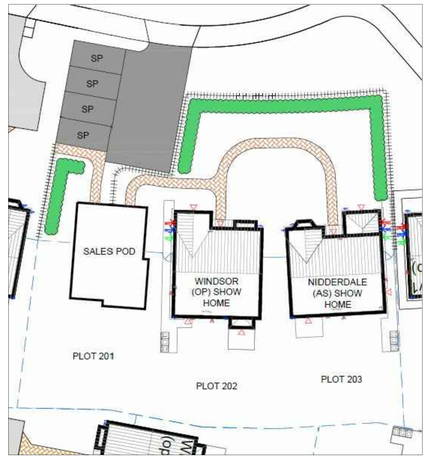
MP 172.50

SL

Notes

1. Do not scale from this drawing. All dimensions must be checked on site prior to the commencement of any fabrication or building works. Where applicable, dimensions and details are to be read in conjunction with specialist consultants' drawings and/or other specifications; any disparity is to be brought to the attention of the office & clarification sought before proceeding.

2. Any dimensions shown on this drawing are in (millimetres/metres)



SALES LAYOUT @ 1:200

ACCOMMODATION SCHEDULE COMBINED:

AFFORDABLE				
HA - HADLEIGH	2st	2bed	772ft²	14no
BA - BAMBURGH	2st	3bed	893ft²	9no
OPEN MARKET				
BA - BAMBURGH	2st	3bed	893ft²	23no
HW - HEWICK	2st	3bed	925ft²	18no
AD - ALDERTON	2st	3bed	875ft²	21no
BB - BAYBRIDGE	2st	4bed	1068ft²	17no
BW - BIRKWITH	2st	4bed	1102ft²	27no
TU - TUTBURY	2st	4bed	1130ft²	7no
ND - NIDDERDALE	2st	4bed	1160ft²	23no
WD - WINDSOR	2st	4bed	1247ft²	23no
SEV1 - SETTLE V1	2st	4bed	1335ft²	19no
TO - TONBRIDGE	2st	4bed	1391ft²	16no
SA - SALCOMBE	2st	4bed	1534ft²	6no
WW - WARKWORTH	2st	4bed	1587ft²	7no
TOTAL				230no units

KEY

- 1800mm BRICK WALL
- 1800mm TIMBER FENCE
- PIER & PANEL FENCING
- 1200mm HIGH BLACK ESTATE RAILING
- TIMBER KNEE RAIL FENCE
- CRIB LOCK RETAINING WALL AND FENCE
- MASONRY RETAINING WALL AND FENCE
- GATE
- BIN COLLECTION POINT CONSISTING OF 1NO. 900X900MM CONCRETE PAVING SLAB PER BIN
- BLOCK PAVING
- TARMAC PRIVATE DRIVE
- INDICATIVE EXTENT OF CRIBLOCK WALL, SUBJECT TO ENGINEERING REVIEW
- HOGGIN FOOTPATH
- VISITOR PARKING BAY
- INDICATIVE BANKING, GRADIENT SHOWN ON ENGINEERING LAYOUT
- TEXTURED PAVING
- TRANSITION RAMP BETWEEN SURFACES
- DRAINAGE EASEMENT
- GAS EASEMENT
- MINE SHAFT
- PROPOSED TRIM TRAIL
- AFFORDABLE

Revisions

Harron Homes Limited
Unit 1 Cliffe Park
Bruntcliffe Road
Morley
Leeds
LS27 ORY

Tel: 0113 204 4670
Fax: 0113 204 4677
Web: www.harronhomes.co.uk

Status: FEASIBILITY

Project: BLEACHCROFT WAY, BARNSLEY

Title: PROPOSED SITE LAYOUT

Drawn:JFE Date:11/12/2020

Checked:CHECKED Scale @ A0:1:500

Job no:498 Drg No:PL-001 Rev:#