



JohnsonMowat
Planning & Development Consultants

**PLANNING CASE REPORT
AND AFFORDABLE HOUSING STATEMENT**

DUCHY HOMES

**LAND SOUTH OF DARTON LANE,
DARTON,
BARNESLEY**

Reserved Matters submission pursuant to Outline application (2019/1244) for the residential development of 46 residential dwellings. Reserved Matters relating to the layout, scale, appearance and landscaping of the site.



Duchy Homes
Land South of Darton Lane, Darton, Barnsley

Planning Case Report

Date: 25 May 2023

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LIMITATIONS

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1.0 INTRODUCTION

- 1.1 This Planning Case Report has been produced on behalf of the Duchy Homes. The report is in support of a Reserved Matters (RM) Planning Application, pursuant to Outline permission (2019/1244), which seeks permission for matters relating to layout, scale, appearance and landscaping. The Outline application was granted planning permission on the 18th November 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 residential use (indicative capacity of 86 dwellings) in the adopted Barnsley Local Plan (HS2).
- 1.2 This is a site allocated for residential use (indicative capacity of 86 dwellings) in the adopted Barnsley Local Plan (HS2). However, the Council sought to restrict dwelling numbers to 46 in the Outline to reflect the more constrained conditions of the site that were not evident at the time of adopting the Local Plan.
- 1.3 This report should be read in conjunction with the supporting application documents:-
- Plans and Details – STEN Architecture;
 - Statement of Community Involvement – Johnson Mowat;
 - Design and Access Statement – STEN Architecture;
 - Landscape Plan – FDA Landscape;
 - Landscape Management Plan – Trustgreen;
 - Air Quality Assessment – GEM Air Quality Ltd;
 - Heritage and Archaeological Assessment – Durham University;
 - Arboricultural Impact Assessment – Brooks Ecological;
 - Highways Assessment – SCP;
 - Transport Note – LTP;
 - Flood Risk Assessment & Drainage Strategy – Eastwood & Partners;
 - Sustainability Report – Plasmor;
 - Ground Investigation and Gas Risk Assessment – Lithos;
 - Construction Management Plan – Duchy Homes; and
 - Waste Management Plan – Tetra Tech.
- 1.4 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 18th November 2021 by Barnsley Metropolitan Borough Council for up to 46 dwellings with access considered (Application Ref 2019/1244). A copy of the decision notice is attached at Appendix 1. The Outline has 31 Planning Conditions, some of which will be addressed through this Reserved Matters application and others through separate Discharge of Condition applications.
- 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 46 dwellings;
 - Access via Darton Lane;
 - Affordable Housing (secured by S106 agreement);
 - Off-site Greenspace Contribution (secured by S106 agreement);
 - Sustainable Travel Contribution (secured by S106 agreement);
 - Biodiversity 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.
- 2.5 Condition 3 of planning application ref 2019/1244 states:-
- “The detailed design submitted with the reserved matters application(s) shall be in accordance with the parameters plan (ref:0708-EA-A-S2020630 Rev E) and shall include the widening of the existing footway along the site frontage to 2m.”*
- 2.6 It is considered that the proposed development aligns with the approved parameters plan (Appendix 2), in relation to the proposed areas of built development, access being taken from Darton Lane and the land to the west remaining undeveloped. There is a conflict with the Parameters Plan through the addition of a 4th private drive off Darton Lane, therefore a Section 73 application is being submitted to ensure that the Reserved Matters remain compliant with the Outline consent.
- 2.7 It is confirmed that the development proposals ensure the existing footway along the site frontage is widened to 2m as required.



2.8 The following detailed matters have been secured via condition to the Outline consent and are to be dealt with via separate discharge of condition applications:-

- The provision of high speed broadband;
- Provision of Electric Vehicle Charging Points;
- The testing for land contamination, coal mining risk and subsequent remediation works;
- Protection of public sewers;
- Full foul and surface water drainage details;
- Construction and engineering details of the road infrastructure;
- The details of the Construction Method Statement; and
- The provision of a Travel Plan.

2.9 Some details, secured via condition, are being applied for as part of this Reserved Matters submission to ensure an early agreement with the Council. This will allow for homes to be delivered on this site as soon as possible.

2.10 The Section 106 agreement sets out various contributions that are secured through the Outline consent, toward things such as affordable housing, biodiversity net gain, greenspace, public open space and landscape management. Some of these figures may be subject to change, due to the detailed design and landscaping now being available for consideration (e.g. the level of biodiversity net gain has changed, therefore the contribution required will subsequently be changed). The final contributions will be agreed with the Council through the planning application process once the layout and landscaping is agreed.



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 46 dwellings.
- 3.3 The Reserved Matters proposals include the following elements:-
- Provision of 46 dwellings;
 - 20% Affordable Housing on-site (9 dwellings);
 - The proposed residential development offers a scheme of 1, 2, 3 and 4 bedroom dwellings with a range of house types, these being terraced, semi-detached and detached properties;
 - Front gardens to the majority of dwellings allows for landscaping throughout creating an attractive street scene;
 - Vehicular access from Darton Lane, consisting of one adoptable access and four private drives;
 - Substantial Public Open Space located to the west of the development;
 - An attenuation basin located to the west of the proposed development; and
 - The retention of the existing agricultural access road through the site.

Scale

- 3.4 Originally the Outline Planning Application was submitted for the residential development of up to 73 dwellings with access for consideration only, however this was revised downwards at the request of the Council to 46 dwellings due to the requirement to retain greenspace at the west of the site for its biodiversity value as species rich grassland.
- 3.5 This RM submission complies with the Outline consent on the basis that the RM submission seeks planning permission for 46 dwellings. The proposed development will replicate the storey height of existing buildings within the vicinity of the site, with adjacent properties benefiting from the step-down in levels from the roadside. It is considered that the scale of



the proposals are reflective of the prevailing housing character in the immediate and wider area, as is demonstrated in the supporting street scene illustrations.

Access

- 3.6 The access arrangements were approved as part of the Outline consent as set out on the Parameters Plan (appendix 2), accompanied by the Design & Access Statement. The access arrangements are secured through both Condition 1 and Condition 3 of the Outline consent.
- 3.7 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.
- 3.8 Although there is an additional private drive taken from Darton Lane, the proposed development remains in broad accordance with the approved Parameters Plan. The description of development is not changed, as the lane which the additional private drive is taken from is still recognised as Darton Lane.
- 3.9 To ensure that there is no conflict with the Outline consent, a Section 73 application to vary the Parameters Plan to show 4no. private drives is being submitted in tandem with this Reserved Matters submission. BMBC Highways Officers have confirmed during pre-application discussions that the proposed private drive locations are acceptable with regards to highways safety.

Layout

- 3.10 The proposed site layout (Drawing Ref: 2239.01.V) forming this Reserved Matters submission follows the principles of the approved Parameters Plan which accompanied the Outline planning application.
- 3.11 The housing mix is proposed as follows:-

House type	Market Housing	Affordable Housing
1 No. Bedroom Dwellings	0	4
2 No. Bedroom Dwellings	1	5
3 No. Bedroom Dwellings	16	0
4 No. Bedroom Dwellings	20	0
Total	37	9



- 3.12 The Barnsley Strategic Housing Market Assessment identifies that the existing dwelling stock in Darton and Barugh is as follows; 5% one-bedroom, 32% two-bedroom, 47% three-bedroom and 16% four-bedroom properties. Of those properties which are affordable, there are; 42% two-bedroom, 43% three-bedroom and 15% four-bedroom properties.
- 3.13 The proposed scheme addresses the deficit in one-bedroom affordable properties in this locality, with that dwelling type accounting for 44% of the affordable product proposed on-site. With regards to market housing, there 16no. three-bedroom properties (34%) and 20no. four-bedroom properties (43%).
- 3.14 The proposed housing mix aligns with the existing character of Darton, especially those properties directly adjacent to the site. The constraints of the site require private drives to be utilised for access towards the east of the site, which can only serve a maximum of 5no. dwellings, therefore in order to make the most efficient use of land there is a need to locate the larger properties towards this area of the site.
- 3.15 The scheme proposes 20% affordable on-site which equates to 9 dwellings, as agreed in the S106 agreement approved as part of the Outline planning application. These affordable homes are grouped in small clusters throughout the site, as required by the Local Plan.
- 3.16 The parking provision at the site will be in line with the standards set out within BMBC's Parking SPD (Supplementary Planning Document) (BMBC, 2019c), as required by condition 22 of the outline consent. The Parking SPD establishes that, for locations outside of 'Urban Barnsley', 1 car parking space should be provided for 1-2 bedroom dwellings and 2 spaces should be provided for dwellings with 3+ bedrooms.
- 3.17 The proposals include 4No. 1-bed properties, 6No. 2-bed properties, 16No. 3-bed properties and 20No. 4-bed properties. Based on the local parking standards, this would require 82-92 spaces. The proposals include a total of 99 off-street car parking spaces, including 82 spaces within the curtilage of properties, 9 within internal garages and 8 within detached garages. The adopted highway has been widened to 6m to allow for visitor parking standards to be met and exceeded. It is therefore considered that the proposed parking provision accords with the local standards.
- 3.18 As requested during pre-application discussions, visitor parking spaces are also proposed across the site, including 1 space for each shared private driveway that serves 5 dwellings.



- 3.19 All proposed dwellings are to be provided with an Electric Vehicle Charging Point (EVCP), in accordance with the requirements of Building Regulations and condition 6 of the outline consent.

Amenity and Public Open Space

- 3.20 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.
- 3.21 The provision of public open space within this development has been located in those areas as illustrated on the Parameters Plan that supported the Outline Planning Application. Maintenance of on-site POS is secured through the Outline Section 106 agreement.

Appearance

- 3.22 The proposed building materials will reflect the wide variety of existing materials in the surrounding area to include a mix of the following:
- Marshalls Cromwell rustic buff recon stone.
 - Weinerberger Ashington red facing brickwork.
 - Black uPVC soffits and fascias.
 - White painted external doors.
 - White pre-finished garage doors.
 - Black uPVC half round gutters with round RWP's.
 - Brindle herringbone block paving shared surfaces.
 - Charcoal rectangular block permeable drives.
 - White uPVC casement windows.
 - Black uPVC rainwater pipes.
 - Grey concrete plain roof tiles.
 - Red concrete plain roof tiles
- 3.23 Two distinct brick types are proposed to vary the elevations of the housing throughout the site.
- 3.24 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

- 3.25 Landscape plans have been produced which sets out the landscape design principles and plant species for the public open space and plots. It has been informed by the Preliminary Ecological Appraisal (PEA) Report (Brooks Ecological) as well as the surrounding contextual opportunities and constraints.
- 3.26 The proposed site has one main area of public open space (POS), located to the west of the site due to the requirement to retain the lands species rich grassland. The existing sward is to be retained and enhanced across this area, alongside informal tree planting. A tree-lined footpath through the retained grassland will follow the route of the existing permissive path, forming good connections through the site and encourage recreational activity.
- 3.27 The southern boundary adjacent to the disused railway line will be strengthened with a native shrub/tree buffer mix. Guidance has been taken from the PEA on recommended planting species.
- 3.28 There is an attenuation basin proposed to the western 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.
- 3.29 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.
- 3.30 Plots will include trees and evergreen flowering hedgerows where possible as well as some areas of ornamental shrub planting. Street trees are provided throughout the site, to align with the policy aims of paragraph 131 of the National Planning Policy Framework.

Other Technical Matters

- 3.31 Although the reserved matter of Access has already been agreed as part of the Outline application, the proposals are support by a Transport Note produced by Local Transport Projects. This report justifies the sites suitability with regard to the proposed access junction, road with, visibility splays, pedestrian infrastructure and parking provision. Details of Swept Path Analysis and Vehicle turning are also provided within this document, which demonstrates that a fire appliance (the most onerous emergency vehicle) can adequately access/egress and manoeuvre within the site.



- 3.32 The proposed development is supported by an Air Quality Impact Assessment, undertaken by GEM Air Quality. Mitigation measures are proposed during the construction and operational phases to ensure that the impact remains low. These measures are in accordance with the “*Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance*” for a “medium” development.
- 3.33 An Archaeological Desk-Based Assessment and Heritage Statement has been provided by Durham University Archaeological Services. This report recommends that no archaeological works be recommended in relation to the proposed development. It is considered that this aligns with the Local Authorities view of the site, given the lack of a condition relating to an archaeological assessment on the Outline consent.
- 3.34 A Construction Management Plan and Build Route is provided as part of this Reserved Matters Submission. It is recognised that this information is required by Condition 28 of the Outline consent, however the Applicant would like agreement on the construction method at this stage.
- 3.35 Detailed drainage plans are provided by Eastwood Consulting Engineers, a sustainable drainage feature is located to the southwest and a number of easements are retained through the site. This aligns with the approved Parameters Plan. The Applicant has utilised SUD’s techniques, as requested by the Council during the pre-application.
- 3.36 A Surface Water Management Plan, provided by Lithos, ensures that surface water quality (and quantity if appropriate) is managed throughout the construction phase to mitigate impacts to key environmental receptors. The development will ensure the recommendations of this report are adopted in the construction programme, ensuring that the construction impact on surface water is acceptable.
- 3.37 Plasmor have undertaken a Sustainability Assessment which ensures that the site envelops high standards of sustainability. Furthermore, it is confirmed that the Application Site will be built to Approved Document L, Conservation of fuel and power, Volume 1: Dwellings, which came into effect on the 15th June 2022.
- 3.38 A Waste Management Plan is provided by Tetra Tech, which sets out the Applicant’s intentions in terms of the management of waste generated from the proposed construction works as well as the operational phase of the development. The sustainable management of waste has been given a high priority within the design of the development, both in terms



of the management of construction waste and the longer-term management of household waste.



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 HS2 within the adopted Barnsley Local Plan (January 2019) with an indicative capacity of 86 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 A review of the Local Plan Monitoring Report (see Paragraphs 80 to 96) suggests that in recent years the Council has fallen well short of meeting this target: -
- 1st April 2020 – 31st March 2021 – 588 dwellings delivered
 - 1st April 2021 – 31st March 2022 – 594 dwellings delivered (200 from non-allocated sites)
 - 1st April 2021 – 31st March 2022 – 39 affordable homes delivered (Target = 150 affordable homes)
- 4.10 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.
- 4.11 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.
- 4.12 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 20% affordable housing will be expected in this Site Location.
- 4.13 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).

- 4.14 Policy T4 relates new development and transport safety it requires development to be safe and secure access for all road users.
- 4.15 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.
- 4.16 Policy HE1 sets out the Council’s approach to the historic environment.
- 4.17 Policy HE2 sets out the requirements for heritage statements (of which the application is supported by).
- 4.18 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%.
- 4.19 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.
- 4.20 Policy HS2 expects development to retain species-rich grassland meadows at the west of the site, retain buffer strip vegetation adjacent the disused railway line to the south, and be supported by an appropriate archaeological assessment.

Barnsley Developer Contributions SPDs

- 4.21 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

4.22 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

4.23 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.

4.24 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.”

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

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

4.27 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).



- 4.28 It is considered that the proposal complies with the Development Plan which allocates the site for housing.
- 4.29 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

- 4.30 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.”

- 4.31 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.”

- 4.32 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.”

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

Section 8: Promoting healthy and safe communities

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

Section 9: Promoting Sustainable Transport

4.35 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.”

4.36 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.”*



4.37 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

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

4.39 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 users⁴⁶; 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

4.40 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."*

4.41 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

4.42 Para 170 sets out the requirement to contribute to and enhance the natural environment in policies 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

4.43 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.”

4.44 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 46 dwellings is compliant with the HS2 allocation;
 - Scheme proposes 1, 2, 3 and 4 bedroom dwellings with a range of house types;
 - The proposals provide 20% affordable dwellings equating to 9 dwellings on site;
 - Access to the site is from Darton Lane;
 - 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 46 dwelling RM is consistent with HS2 and all other BMBC Local Plan policies and submission should be favourably considered and approved without delay.



APPENDIX 1



GRANT OF OUTLINE PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2019/1244

To Deloitte LLP
1 City Square
Leeds
LS1 2AL

DESCRIPTION Outline planning permission for residential development (Use Class C3) of up to 46 homes, highway works including access off Darton Lane, landscaping, ground works, and other ancillary works. All matters are reserved apart from access.

LOCATION Land South of Darton Lane, Darton, Barnsley

Permission is **granted** for the proposals which were the subject of the Application and Plans registered by the Council on 14/10/2019 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 detailed design submitted with the reserved matters application(s) shall be in accordance with the parameters plan (ref:0708-EA-A-S2020630 Rev E) and shall include the widening of the existing footway along the site frontage to 2m..
Reason: To ensure the development is in compliant with Local Plan Policies HS2 and BIO1.
- 4 Detailed plans shall accompany the reserved matters submission(s) indicating existing ground levels, finished floor levels of all dwellings and associated structures, road levels and any proposed alterations to 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 in accordance with Local Plan Policy D1 High Quality Design and Place Making.
- 5 Upon commencement of development details of measures to facilitate the provision of high speed full fibre broadband for the dwellings/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 Local Plan Policy I1.
- 6 Upon commencement of construction works, details of electric vehicle charge points shall be submitted and approved in writing by the LPA. The EVCPs will have a minimum "Mode 3" (7 kW, 32 AMP) capability and shall be installed in accordance with the approved details prior to first occupation of the development and thereafter in accordance with the approved details.
Reason: To ensure the new residential units are provided with infrastructure that conforms with the requirements of LP Policy T3 - New Development and Sustainable Travel.
- 7 No development works shall begin until a report, endorsed by a competent engineer experienced in ground contamination and remediation, has been submitted and agreed with the Local Planning Authority. The report shall, amongst other matters, include the following:-
1. A survey of the extent, scale and nature of contamination.
 2. An assessment of the potential risks to human health, property, adjoining land, groundwaters and surface waters, ecological systems and archaeological sites and ancient monuments.
 3. An appraisal of remedial options, and proposal of the preferred option(s).
 4. A remediation statement summarising the works to be undertaken (if required).
 5. A Validation Report to confirm remediation works have been undertaken (if required).
- The above must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11. The development shall thereafter be undertaken in full accordance with the submitted report. For further information, see BMBC's Supplementary Planning Guidance 28, "Developing Contaminated Land".
- Reason: In accordance with Local Plan Policy CL1 Contaminated and Unstable Land.**

- 8 The site is located within a Coal Authority coal mining referral area due to the probable presence of shallow coal. As detailed in the Wardell Armstrong coal mining risk assessment and Phase one geo-environmental desk top study reports, the land could therefore be at risk from mining legacy risks such as ground instability if shallow coal mine workings are present. Prior to the commencement of development, and as advised by a suitably qualified engineer, site investigations must be undertaken to confirm ground conditions. The site investigation and subsequent development must be undertaken in compliance with Construction Industry Research and Information association publication C758D "Abandoned Mine Workings Manual" where applicable.
A report detailing the findings of the investigation and any recommended mitigation shall be submitted for approval in writing by the Local Planning Authority, the development thereafter shall be carried out in accordance with the approved details. Responsibility for securing a safe development rests with the developer and/or landowner.
Reason: In accordance with Local Plan Policy CL1 Contaminated and Unstable Land and NPPF sections 178 a,b,c. 179 and 170 e & f.
- 9 No building or other obstruction including landscape features shall be located over or within 4 (four) metres either side of the centre line of the public sewer i .e. a protected strip width of 8 (eight) metres, that crosses the site . If the required stand -off distance is to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area, the approved works have been undertaken.
Reason: In order to allow sufficient access for maintenance and repair work at all times in accordance with Local Plan Policies CC3 and CC4.
- 10 The site shall be developed with separate systems of drainage for foul and surface water on and off site.
Reason: In the interest of satisfactory and sustainable drainage and to accord with Local Plan Policies CC3 and CC4.
- 11 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the existing local public sewerage , for surface water have been completed in accordance with details submitted to and approved by the Local Planning Authority.
Reason: To ensure that the site is properly drained and in order to prevent overloading in accordance with Local Plan Policy CC3 and CC4.
- 12 No development shall take place unless and until full foul and surface water drainage details 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 CC3 and CC4.
- 13 The Reserved Matters Application(s) shall be accompanied by a scheme for the provision and implementation of a surface water run-off limitation into the culverted watercourse. Once approved in writing by the Local Planning Authority, the scheme shall be implemented in accordance with an approved programme and details.
Reason: To prevent the increased risk of flooding in accordance with Local Plan Policy CC3.

- 14 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 3 metres, measured horizontally, of any watercourse.
Reason: To prevent damage to the existing culverted watercourse in accordance with Local Plan Policy CC3.
- 15 Full details of the structural condition, including CCTV survey, and exact route of the watercourse shall be submitted with the Reserved Matters Application and approved in writing by the Local planning Authority to demonstrate its adequacy and clearance is maintained.
Reason: To maintain the structural integrity and proper functioning of the existing culverted watercourse in accordance with Local Plan Policy CC3.
- 16 The reserved matters application(s) shall include a lighting design strategy for light-sensitive biodiversity in the Darton Lane development. The strategy shall show how external lighting in the Darton Lane development will be installed. Through the provision of external lighting contour plans and technical specifications, it must be clearly demonstrated that it will not disturb or adversely affect the use of the semi-natural areas of the site by bats and other species of wildlife. The strategy shall be informed by the Institute of Lighting Professionals/Bat Conservation Trust, Guidance Note 08/18: Bats and Artificial Lighting in the UK. All external lighting shall be installed in accordance with the specification and locations set out in the strategy and maintained as such. Any luminaries used should be of the LED type which provides a lower intensity of light. Lighting in the warm white spectrum (preferably 2700Kelvin) should be adopted to reduce the blue light component with a wavelength exceeding 550nm. The lighting plan should also take into consideration the light spill from internal areas of the properties and measures to reduce this light spill such as low light transmission glazing.
Reason: In accordance with Local Plan Policy BIO1.
- 17 The reserved matters application(s) shall be accompanied by 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 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 in accordance with policies BIO1 and D1.**
- 18 Prior to the first occupation of the development hereby permitted a vehicular access (and / or pedestrian / cyclist) shall be provided and thereafter retained in at the position shown on the submitted plan(s) (AMA_20276_SK008.1, AMA_20276_SK008.2, AMA_20276_SK008.3, AMA_20276_SK008.4 and AMA_20276_SK008.5). and constructed in accordance with the BMBC highway specification. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.
Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water from or onto the highway and in the interests of highway safety in accordance with Local Plan Policy T4.

- 19 The gradient of the vehicular access shall not exceed 1 in 12 as measured from edge of the adjacent carriageway.
Reason: In interests of the safety of persons using the access and users of the highway in accordance with Local Plan Policy T4.
- 20 Prior to the first occupation of the development hereby permitted (or Prior to the commencement of the use hereby permitted) a visibility splay shall be provided in full accordance with the details indicated on the submitted plan(s) (AMA_20276_SK008.1, AMA_20276_SK008.2, AMA_20276_SK008.3, AMA_20276_SK008.4 and AMA_20276_SK008.5). 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 in accordance with Local Plan Policy T4.
- 21 No building or use hereby permitted shall be occupied (or use commenced) 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 in accordance with Local Plan Policy T4.
- 22 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 November 2019 (or its successor). Driveways and vehicle parking areas accessed from the approved streets must 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 in accordance with Local Plan Policy T4.
- 23 Before the development is brought into use, that part of the site to be used by vehicles shall be surfaced in a bound permeable material and adequate measures shall be so designed into the proposed access to avoid the discharge of surface water from the site on to the highway.
Reason: To ensure adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway and to prevent the migration of loose material on to the public highway to the detriment of road safety. In accordance with Local Plan Policy T4.
- 24 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.
- 25 The reserved matters application(s) shall include details of secure and covered parking for bicycles for every dwelling. The scheme shall be implemented and secure cycle parking provided before individual dwellings are occupied.
Reason: In interests of encouraging use of sustainable modes of transport in accordance with Local Plan Policy T3.

26 No development shall be commenced until full engineering, drainage and street lighting and construction 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 unless otherwise agreed in writing with the LPA.
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 in accordance with Local Plan Policy T4.

27 Before any dwelling is first occupied the roads and footways shall be constructed to binder course level from the dwelling to the adjoining public highway at Darton Lane in accordance with details of a completion plan to be submitted and approved in writing by the LPA.
Reason: To ensure streets are completed prior to occupation and satisfactory development of the site in accordance with Local Plan Policy T4.

28 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
- Measures to prevent mud/debris being deposited on the public highway.

Reason: In the interests of highway safety and to accord with Local Plan Policy T4.

29 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.

30 The development hereby permitted shall not be commenced until a Travel Plan has been submitted, approved and signed off by the LPA. The scheme shall then proceed in accordance with the approved details.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

31 The reserved matters application shall be accompanied by an updated Ecological Management Plan and Ecology Addendum, to include detailed monitoring proposals in accordance with the The Biodiversity Metric 2.0 Technical Supplement. The monitoring proposals shall include a timetable and methodology for reporting to the LPA at agreed intervals. The updated reports shall be agreed in writing by the LPA and the development and long term ecological management shall be carried out in accordance with the approved details.

Reason: To ensure that no net loss in biodiversity is achieved in accordance with Local Plan Policy BIO1 and the accompanying Biodiversity and Geodiversity SPD.

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 The granting of planning permission does not in any way infer that consent of the landowner is given. Therefore the consent of all relevant landowners is required before proceeding with any development including that of the Council as landowner.

If it should transpire that the applicant does not own any of the land included in this consent then it is the responsibility of the applicant to seek all necessary consents and approvals of the landowner.

- 2 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.
- 3 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.
- 4 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.
- 5 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.

- 6 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.

- 7 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.
- 8 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 01226 772182.
- 9 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 - Contact 01226 772182.
- 10 A permissive path runs alongside and through the proposed development site. Safe public access on the right of way should remain available whenever possible, 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 should 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.

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 18/11/2021

A handwritten signature in black ink, appearing to read 'JM Jenkinson', written in a cursive style.

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 given 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.

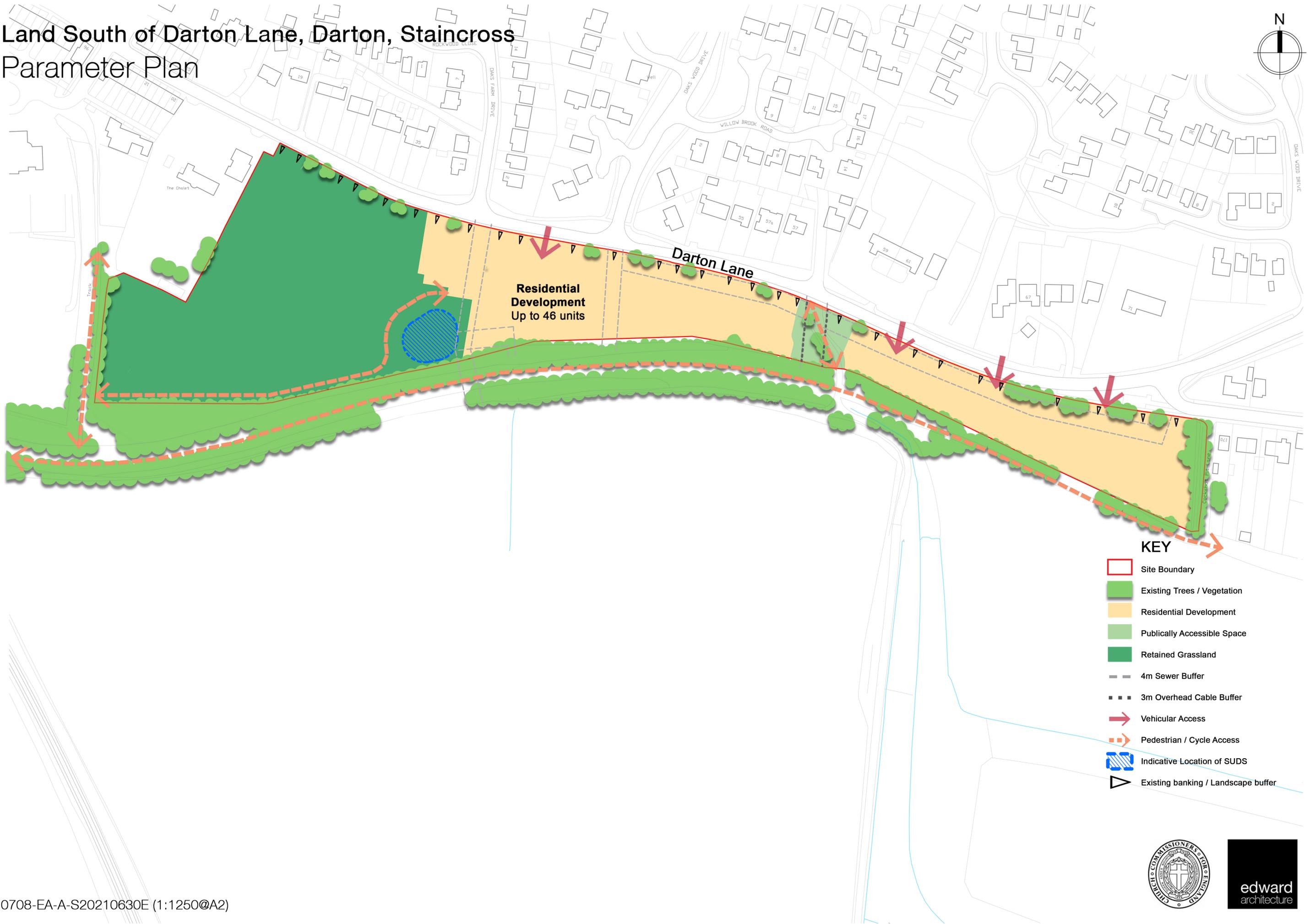
Compensation

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

Land South of Darton Lane, Darton, Staincross Parameter Plan



- KEY**
- Site Boundary
 - Existing Trees / Vegetation
 - Residential Development
 - Publically Accessible Space
 - Retained Grassland
 - 4m Sewer Buffer
 - 3m Overhead Cable Buffer
 - Vehicular Access
 - Pedestrian / Cycle Access
 - Indicative Location of SUDS
 - Existing banking / Landscape buffer

