



GRANT OF OUTLINE PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2020/0577

To Carter Jonas
9 Bond Court
Leeds
LS1 1JZ

DESCRIPTION Residential development of up to 118 dwellings and associated works (Outline with all matters reserved apart from means of access)

LOCATION Land south of Hay Green Lane, Birdwell, Barnsley

Permission is **granted** for the proposals which were the subject of the Application and Plans registered by the Council on 30/06/2020 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 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.

- 2 Application for approval of the matters reserved in Condition No. 1 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.

- 3 Detailed plans shall accompany the reserved matters submission that broadly reflect the Illustrative Masterplan (17 5085 11 Revision E) and which also indicate 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 LP Policies GD1 - General Development and D1 - High Quality Design and Placemaking.
- 4 The development hereby approved shall comply with the biodiversity mitigations and compensation measures set out in the approved documents cited below unless otherwise superseded by an amended layout at reserved matters stage. Any layout changes shall require submission of a revised ecological report that quantifies no net loss of Biodiversity resulting from development of the site.
 - Appendix B DEFRA 2.0 - Calculation Tool (08-02-2021)
 - Habitat Retention - Figure 2 - 9/2/2021
 - Post-Development Habitats - Figure 3 - 9/2/2021
 - Proposed Off-site Habitats - Figure 5 - 10/2/2021
Reason: In order to secure appropriate biodiversity and ecology mitigation and enhancement in accordance with Local Plan Policy BIO1 Biodiversity and Geodiversity and NPPF Paragraph 175 (a).
- 5 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:
 (i) Provision of access substantially in accordance with (a) Proposed Access Arrangement Inc Visibility Splays (18039.GA.01) & (b) Proposed Ped/Cycle Access (18039.GA.02)
 (ii) Renovation of Sheffield Road Zebra Crossing
 (iii) Signing/lining/bollards at the junction of Sheffield Road & Hay Green Lane;
 (iv) Resurfacing/reconstruction of footway/carriageway;
 The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.
Reason: In the interest of highway safety, in accordance with LP Policy T4 - New Development and Transport Safety.
- 6 Prior to the first occupation of the development hereby permitted 1no. vehicular access from Hay Green Lane onto the site and 3no. pedestrian & cycle accesses in various locations (1no. to Hay Green Lane, 1no. to Birdwell Recreation Ground and 1no. to PROW40) shall be provided and thereafter retained at the position shown on the approved plan 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 LP Policies T3 New Development and Sustainable Travel and T4 New Development and Transport Safety.

- 7 No development shall be commenced 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 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 and in accordance with LP Policy T4 New Development and Transport Safety.
- 8 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 LP Policy T4 New Development and Transport Safety.
- 9 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 Hay Green 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 LP Policy T4 New Development and Transport Safety.
- 10 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 LP Policy T4 New Development and Transport Safety.
- 11 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 in accordance with LP Policy T4 New Development and Transport Safety.
- 12 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 in accordance with LP Policy T4 New Development and Transport Safety.

- 13 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 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 LP Policy T4 New Development and Transport Safety.
- 14 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 LP Policy T4 New Development and Transport Safety.
- 15 No works shall commence on site until a scheme for the parking of bicycles has been submitted to and approved in writing by the LPA. The scheme shall be fully implemented before the development is first occupied and thereafter retained for this purpose.
Reason: In the interests of encouraging use of sustainable modes of transport in accordance with LP Policy T3 New Development and Sustainable Travel.
- 16 The driveway length in front of 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 LP Policy T4 New Development and Transport Safety.
- 17 No development shall take place until a survey of the condition of the adopted highway 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 in accordance with LP Policy T4 New Development and Transport Safety.
- 18 The development hereby permitted shall not be commenced until a detailed site specific Travel Plan has been submitted, approved and signed off 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 LP Policy T3 New Development and Sustainable Travel.

- 19 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:
- 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 appearance and biodiversity of the area in accordance with LP Policies D1 High Quality Design and Placemaking and Bio1 Biodiversity and Geodiversity.**
- 20 Upon commencement of development, full details of soft landscaping works, including details of the species, positions and planted heights of proposed trees; 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.
- Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.**
- 21 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 investigation stage, a mitigation strategy for any further archaeological works and/or preservation in situ will be approved in writing with the local planning authority and then 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 Barnsley Local Plan Policy HE6 – Archaeology.**
- 22 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 Policies GD1 - General Development and UT2 - Utilities Safeguarding.**
- 23 No building or other obstruction including landscape or drainage features shall be located over or within 3 metres either side of the centre line of the 300mm public sewer that crosses the site; no drainage features shall be located over or within 3 metres either side of the centre line of the 100mm public sewer ie. a protected strip width of 6 (six) metres. Furthermore, no trees shall be planted within 3 metres of the centre line of the aforementioned sewerage. If the required stand-off distances are to be achieved via diversion or closure of the sewers, 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: To allow sufficient access for maintenance and repair work of underground drainage infrastructure in accordance with LP Policy UT2 Utilities Safeguarding.**

- 24 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, surface water is not discharged to the public sewer network in accordance with LP Policy UT2 - Utilities Safeguarding.
- 25 Prior to commencement of development, details of proposals to mitigate the air quality impact of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. The mitigation strategy shall take account of the proposals within the developer's Operational Phase Air Quality Assessment and the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance.
Reason: In the interests of minimising the impact of the proposal on air quality in accordance with Policy Poll1 of the Local Plan.
- 26 Upon commencement of development, the location and specification of 1no. Electric Vehicle Charging Point per dwellinghouse shall be submitted to and approved in writing by the LPA. The ECVP will have a minimum 'Mode 3' [7kW (32AMP)] capability and shall be installed on the site in accordance with the approved details prior to first occupation of the development and thereafter retained 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.
- 27 Prior to the commencement of any development works, a remediation scheme, endorsed by a competent engineer experienced in ground contamination, shall be submitted to the local Planning Authority for approval. This report shall, amongst other matters, include the following:
1. Methodology to identify and remove any contaminated material.
2. Details of any Gas Protection measures required.
3. The subsequent validation that the site has been satisfactorily remediated and that the development of the site can be safely undertaken and occupied.
The development shall thereafter be undertaken in full accordance with the submitted reports.
Reason: To protect the health of future residents and the wider environment in accordance with LP Policy CL1 - Contaminated and Unstable Land.
- 28 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.
Reason: In the interests of the amenities of local residents and in accordance with LP Policy Poll1 - Pollution Control and Protection.

- 29 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - v. wheel washing facilities
 - vi. measures to control the emission of dust and dirt during construction including confirmation of the type of water supply in place for construction (dust management plan)
 - vii. a scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii. measures to mitigate noise during demolition, earth movements and construction (noise management plan).
- Reason: To protect the amenity of adjacent residents and the safe movement of vehicles along Hay Green Lane in accordance with LP Policies Poll1 - Pollution Control and Protection and T4 - New Development and Transport Safety.**
- 30 Detailed drawings in a Reserved Matters application shall adhere to section 5.2 of the noise impact assessment (WYG - A116533 - Issue 2) in that all properties are fitted with the glazing specified in that report. Additionally, habitable rooms in properties with facades along the western and southern boundaries of the site facing Sheffield Road and the Dearne Valley Parkway should have the provision of a means of alternative ventilation in the form of trickle vents with a minimum specification of 32 dB Dn,e,w.
- Reason: To ensure the amenity of future occupiers of the site in accordance with LP Policies GD1 - General Development and Poll1 - Pollution Control and Protection.**
- 31 Upon commencement of development details of measures to facilitate the provision of gigabit-capable full fibre broadband for all dwellings hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- Reason: To ensure adequate infrastructure for the dwellings in accordance with LP Policy I1 - Infrastructure and Planning Obligations.**
- 32 The layout at reserved matters will provide a separation distance of 30m to the future NEAP and 20m from the existing LEAP within the Birdwell Recreation Ground relative to any residential curtilages that are proposed.
- Reason: To ensure the amenity of future residents in accordance with LP Policy GD1 - General Development.**
- 33 All in curtilage planting, seeding or turfing comprised in the approved details of landscaping shall be carried out on each plot no later than the first planting and seeding season following the occupation of the individual dwellinghouse/s; and a document following completion of the development shall be submitted evidencing the implementation of the in-curtilage landscaping scheme. Any trees or plants which die within a period of 5 years from first being planted, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
- Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'.**

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

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

Informative(s)

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 (as amended), the Local Planning Authority have, where possible, made a pre-application advice service available, and otherwise actively engaged with the applicant in dealing with the application in a positive and proactive manner.

- 1 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.
- 2 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.
- 3 Roads other than agreed shared private drives shall be constructed to an adoptable standard and offered for adoption on completion under (the provisions) Section 38 of The Highways Act (1980). Engineering and surface water drainage details shall be submitted for inspection and approval in writing by the (Local Planning Authority) Highways Authority before works commence on site. The applicant should make contact with Highways Development Control, Tel. 01226 772033/772170. Email. HighwaysDC@barnsley.gov.uk as soon as possible to arrange the setting up of the agreement.
- 4 Whilst no information is given at this stage about the method of disposal of highway drainage, the applicant should be mindful of restrictions on surface water disposal and the emphasis on the use of sustainable solutions. The use of a soakaway system has to be located outside the carriageway and at least 5m from any building which may affect the layout shown. It should be noted that a commuted sum to be used towards the future maintenance costs of each highway drain soakaway, shall be agreed with and paid to the Council, prior to the issue of the Part 2 Certificate. 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.
- 5 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. Streetlightingdesign@barnsley.gov.uk as soon as possible.
- 6 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.

- 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 In respect of the future layout, there will be a need to provide turning heads on cul-de-sacs and the developer should be aware that the dwellings by the entrance to the site that have car parking spaces on Hay Green lane may not be acceptable.
- 9 Alteration to the layout in these areas is likely to be required and will incur the need for density of 40 dwellings per HA to be achieved elsewhere within the site.
- 10 The back to back 'quad' units located in the western section of the site shall not be a permitted form of development unless they are proposed as a block of apartments. The density of units will have to be found elsewhere, possibly through the erection of three storey units or with parking within the confines of the building envelope. The windows on the block of apartments, if proposed, will require careful placement of windows to avoid privacy implications for surrounding curtilages while maintaining outlook for habitable rooms.
- 11 Where gardens on the indicative layout are <60sqm this denotes that the property will be restricted to two bedrooms in size. Study rooms, or similar, will be accepted at the ground floor but not at the first floor if they are <7sqm in floor space.
- 12 Consideration for existing boundary treatments for existing dwellinghouses, particularly existing dry stone walls, will be necessary as a part of the layout at reserved matters which may include the need to separate these walls through further boundary treatment placed a sufficient distance away to allow maintenance while preventing damage to the dry stone walls. There will be a need to ensure that separation distances between boundaries and windows for existing and proposed plots/dwellinghouses are in line with the guidance set out within the SPDs Design of Housing Development.
- 13 The developer is encouraged to apply for the secure by design accreditation via the following website: <https://www.securedbydesign.com/services/sbd-awards>. The South Yorkshire Police Architectural Liaison Officer has advised that the site is highly likely to be able to achieve Gold Standard with careful attention paid to windows and doors.
- 14 At reserved matters stage, the materials used in the construction of dwellings along the eastern edge of the development will be adequately sympathetic to the setting of the listed building (as per the site policy).
- 15 The applicant is advised of the need to comply with Northern Powergrid's Guidance on Overhead Line Clearances (NSP/004/011) as well as the need to consult Northern Powergrid with the proposed layout prior to Reserved Matters stage to ensure that all practices for construction are in line with Health and Safety requirements.
- 16 The location of any substation or other power related structures should be indicated on plans submitted at reserved matters stage to ensure sympathetic siting within the site.
- 17 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/coalauthority .

- 18 The Barnsley MBC Sustainable Travel Supplementary Planning Document requires installation of electric vehicle charge points, the details of which are in the table below.

Residential - 1 charging point per unit (dwelling with dedicated parking), or 1 charging point per 10 spaces (unallocated parking)

It is recommended the electric vehicle charge points are demonstrated to be "mode 3", minimum 7 kW (32 AMP). Further information on this requirement can be found within appendix 4 of the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance (<https://www.barnsley.gov.uk/media/14078/pdc-2020-mar-bmbc-aqe-technical-planning-guidance-v12.pdf>).

- 19 What is Gigabit- capable full fibre?

Full-fibre networks use fibre optic cables to connect the exchange directly to each premise. Full-fibre connections are capable of delivering speeds greater than 1 gigabit per second (Gbps; 1 Gbps 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. Gigabit-capable connections can also be delivered via technologies such as cable (DOCSIS 3.1) and fixed wireless access.

Developers will be asked to consider installing gigabit-capable full fibre infrastructure from multiple network operators in order to provide choice and competition to consumers. Occupiers should be able to access broadband ideally from a choice of at least two network operators upon occupation of the premises. Developers should also consider their ability to upgrade the infrastructure in the future in order to minimise disruption to occupiers/users. Developers should consider the following design principles: minimise and/or mitigate against the visual presence of infrastructure on the façade of buildings, minimise physical obstructions on footpaths and cycle ways, maximise the use of recessed infrastructure, carefully consider the location of cabinets to minimise visual clutter in the street scene.

- 20 Gigabit-capable full fibre Network Operators:

Openreach:

Information applies to new residential and commercial developments:

Developer information: <https://www.openreach.com/fibre-broadband/fibre-for-developers/registering-your-site>

Rate card for 1-19 plots: <https://www.openreach.com/content/dam/openreach/openreach-dam-files/images/fibre-broadband/fibre-for-developers/registering-your-site/Rate%20card%20website.pdf>

The benefits of installing full fibre network:

https://www.openreach.com/content/dam/openreach/openreach-dam-files/images/fibre-broadband/fibre-for-developers/registering-your-site/OR_10965_Small%20build%20A5%20tri-fold%20leaflet_04%20WEB.pdf

Virgin Media : <https://www.virginmedia.com/lightning/network-expansion/property-developers>
CityFibre:

CityFibre only invests in full fibre networks, which means fibre at every point in the network, including the final leg from the street cabinet. With no reliance on copper infrastructure, our connections are the best way to ensure your buyers receive gigabit-speed, consistent and

reliable internet connectivity. Provide a future-proof network capable of 10Gbit/s and beyond. Sites of 10+ plots - free issue of ducts, chambers & lids and ancillary items to site and payment of approved works to developer. Dedicated locally based City Planner for rapid and consistent turnaround of site design. CityFibre are interested in smaller plots of <10 and will provide further support and information on a site by site basis.

Register your site and for more information: <https://www.cityfibre.com/property/>

Hyperoptic: <https://hyperoptic.com/>

Gigaclear: <https://www.gigaclear.com/>

This list is not exhaustive.

For further information on other technologies available:

<http://www.superfastsouthyorkshire.co.uk/technologies>

21 Evidence: Installation of gigabit-capable full fibre broadband in new developments:

The types of evidence that can be submitted include:

- A contract or invoice for the installation of the physical infrastructure and the connection to gigabit-capable full fibre broadband (must match the stipulation in the original requirement by the Local Authority)
- Confirmation of the speed that will be achieved by the gigabit-capable full fibre broadband infrastructure, from the network operator

Other support:

The Superfast South Yorkshire Team is available to offer advice and discuss connectivity solutions to new sites with developers and can be emailed at

hello@superfastsouthyorkshire.co.uk

For more information please visit:

<http://www.superfastsouthyorkshire.co.uk/sfsy/developments>

On the Statutory Sewer Map, there is a 375 mm diameter public combined sewer and a 100 mm diameter public combined sewer recorded to cross the site. It is essential that the presence of this infrastructure is taken into account in the design of the scheme. It would appear that the 375mm public sewer is unlikely to be affected by building-over proposals but the proposed attenuation pond does appear to be very close. The pond and its retaining structures must be at least 3 metres away from the centre line of the sewer i.e. a protected strip width of 6 metres.

With regard to the 100mm sewer, houses are shown over/close to the pipe and a "build over" may be acceptable (via Building Regulations) but the pond should not be located over the pipe. A proposal by the developer to alter/divert the 100mm public sewer will be subject to Yorkshire Water's requirements and formal procedure in accordance with Section 185 Water Industry Act 1991. Although I appreciate that the application is for outline permission only and therefore subject to change at reserved matters stage, the submitted site layout details are not acceptable to Yorkshire Water. It appears that structures will be located over/close to the line of the sewers which, if permitted, could jeopardise Yorkshire Water's ability to maintain the sewerage network. I strongly advise the developer to amend the layout prior to submission of reserved matters. For further information, the developer should contact our Developer Services Team : telephone 0345 120 84 82 (option 1) or email technical.sewerage@yorkshirewater.co.uk 2) Yorkshire Water has no objection in principle to: 1) The proposed proposal to divert or abandon the 100 mm diameter public sewer subject to connectivity survey results. 2) The proposed separate systems of drainage on site and off site 3) The proposed amount of domestic foul water to be discharged to the public combined sewer network 4) The proposed point of discharge of foul water to the public 375mm combined sewer crossing the site submitted on drawing 5568 - JPG - SW - 00 - DR - D - 1401 (revision P01) dated 07/05/2020 prepared by JPG which also shows surface water is

proposed to be drained to watercourse. The developer should also note that the site drainage details submitted have not been approved for the purposes of adoption or diversion. If the developer wishes to have the sewers included in a sewer adoption/diversion agreement with Yorkshire Water (under Sections 104 and 185 of the Water Industry Act 1991), they should contact our Developer Services Team (tel 0345 120 84 82, email: technical.sewerage@yorkshirewater.co.uk) at the earliest opportunity. Sewers intended for adoption and diversion should be designed and constructed in accordance with the WRc publication 'Sewers for Adoption - a design and construction guide for developers' 6th Edition, as supplemented by Yorkshire Water's requirement.

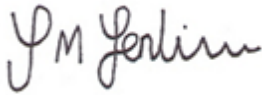
Please be aware that the Council monitors construction sites and open land within the vicinity of such sites in an attempt to prevent fly tipping (i.e. unauthorised deposit of waste on land), which is illegal under the Environmental Protection Act 1990. The penalties for fly-tipping can include:

- 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 24/03/2022



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.