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Application reference number	2025/0514
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Application Type	Outline
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Proposal Description:	Outline planning for residential development for up to 230 dwellings (Access only with all other matters reserved).
Location:	Land at Pit Lane, Wombwell, Barnsley

Applicant	Crest Nicholson
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Number of Third Party Reps	38	Parish:	N/A
		Ward:	Wombwell

SUMMARY

The proposal seeks outline planning permission for the erection of up to 230 dwellings (access only) on land south of Pit Lane, Wombwell. The site forms part of the wider Safeguarded Land allocation SL20 within the adopted Barnsley Local Plan.

The report demonstrates that any harm generated by the proposal is outweighed by other material planning considerations. The development would not result in unacceptable harm to highways safety, ecology, trees, or drainage/flood risk subject to suitably worded conditions.

The scheme also satisfies the requirements for biodiversity net gain, contributes to sustainable travel improvements, and delivers necessary education, open space and infrastructure contributions via a Section 106 Agreement.

On balance, and having regard to the Councils lack of Housing Land Supply and paragraph 11d of the NPPF, it is considered that there are no adverse impacts identified that would significantly and demonstrably outweigh the substantial benefits associated with housing delivery.

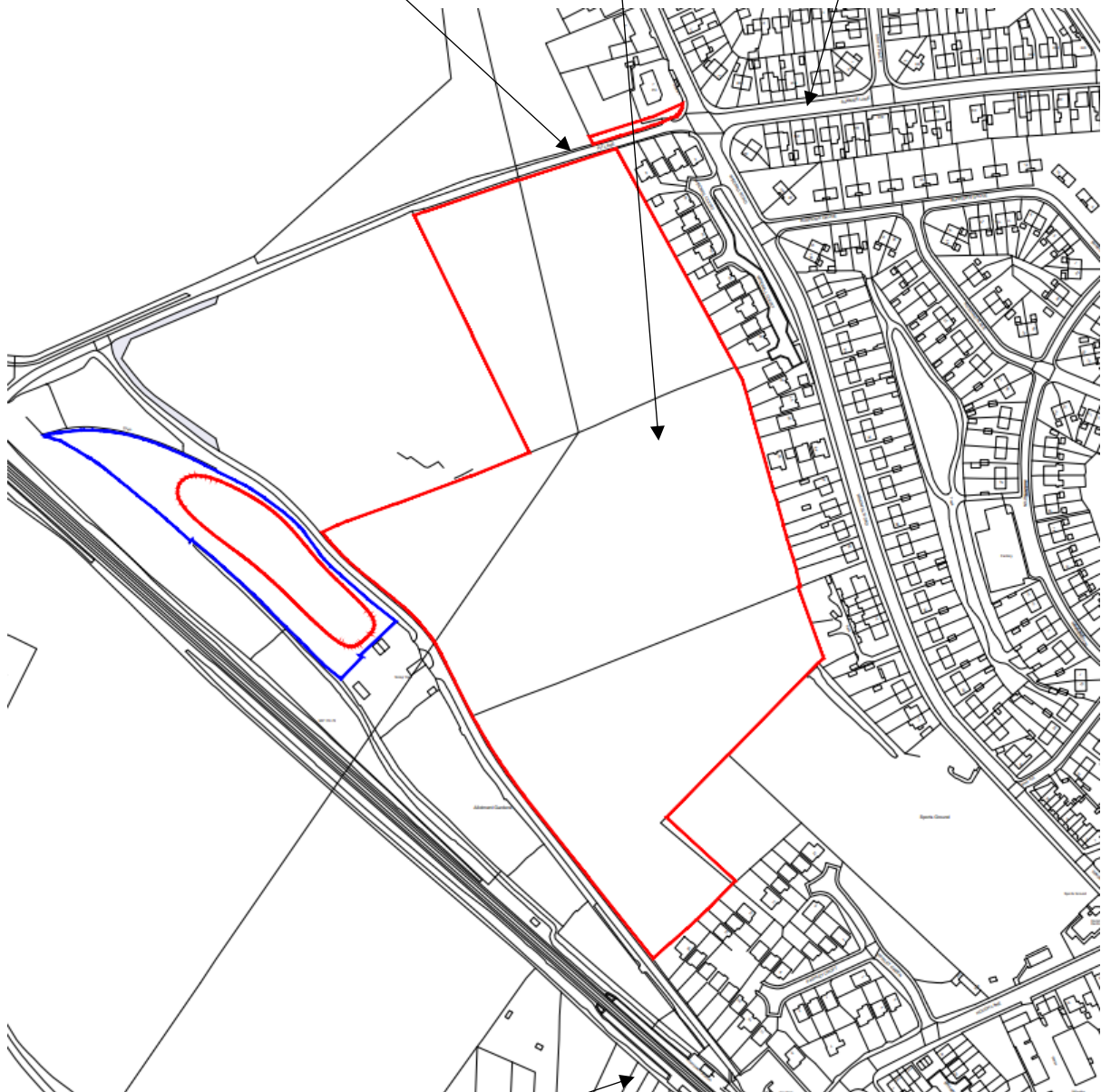
Therefore the proposal is considered to be an acceptable and sustainable form of development in line with paragraphs 7 and 8 of the National Planning Policy Framework (NPPF, 2024) and is recommended for approval, subject to conditions and the completion of a S106 legal agreement.

Recommendation: **GRANT Planning Permission**

Pit Lane

Application
site

Summer
Lane



Wombwell
Train Station

Introduction

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

This is an outline planning application (access only with all other matters reserved) which proposes the erection of up to 230 dwellings including associated works.

A total of 38 representations were received from local residents during the consultation period.

The site is not allocated for housing and comprises of 7.4ha of 'Safeguarded land' which forms part of the wider Safeguarded Land SL20 allocation in the Local Plan which covers 10.3ha in total. Development on safeguarded land will normally only be allowed where it is consistent with the National Planning Policy Framework, these matters are discussed in more detail within the principle of development section below.

The recommendation is to grant planning permission, subject to the signing of a Section 106 Agreement to secure full policy compliant financial contributions/obligations in relation to the following:-

- a) Affordable Housing at 10% - details to be agreed at reserved matters stage, based on the details set within the Adopted Supplementary Planning Document: Affordable Housing
- b) Public Open Space – details to be determined at reserved matters stage based on the details set within the adopted Supplementary Planning Document: Open Space Provision on New Housing Developments
- c) £985,675 Education Contribution for primary and secondary school places
- d) £172,500 Sustainable Travel Contribution (which includes SYMCA and Network Rail improvements)

Site Description

The site extends to approximately 7.4 hectares and is located on the western edge of Wombwell. It occupies a transitional position between the established residential properties on Windmill Road to the east and the railway line to the west. Primary vehicular access is currently taken from Pit Lane to the north, which serves as the main point of entry into the site. Additional pedestrian access is also available from the south, providing further connectivity to the surrounding area.

The Site is used for arable farming with and is maintained as cropland. Beyond the settlement, primarily to the north and west, arable farming is the primary land-use. To the east and south, the character is predominantly residential and suburban in nature, reflecting the built-up form of Wombwell.

Relevant Site History

There is no site history.

Pre-application advice was issued to the applicant in June 2024 followed by a pre-application meeting in December 2024.

Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making.

The Local Plan was adopted in January 2019 and is accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies which are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means, no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027, or earlier, if circumstances require it.

Local Plan

The majority of site is identified as 'Safeguarded Land' within the Local Plan, two small parts of the site fall outside the allocation and are within the Green Belt and Urban Fabric. The site is within Flood Zone 1 and is at low risk of flooding. The following policies are considered to be relevant to this application:

Policy SD1: Presumption in favour of Sustainable Development – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land. Policy GD1 below will be applied to all development.

Policy GD1: General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

Policy D1: High quality design and place making – Development is expected to be of a high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

Policy H1: The Number of New Homes to be Built - We will seek to achieve the completion of at least 21,546 net additional homes during the period 2014 to 2033.

Policy H2: The Distribution of New Homes – Wombwell is expected to deliver 1370 new homes within the plan period which equates to approximately 10% of the overall supply.

Policy H6: Housing Mix and Efficient use of land – Housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population. Proposals to change the size and type of existing housing stock must maintain an appropriate mix of homes to meet local needs.

Policy H7: Affordable Housing – Developments of 15 or more dwellings will be expected to provide affordable housing, 10% is required in Wombwell.

Policy BIO1: Biodiversity and Geodiversity – Development will be expected to conserve and enhance the biodiversity and geological features of the borough.

Policy T3: New Development and Sustainable Travel – New Development will be expected 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.

Policy T4: New Development and Transport Safety – New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Policy HE6: Archaeology - Applications for development on sites where archaeological remains may be present must be accompanied by an appropriate archaeological assessment.

Policy GI1: Green Infrastructure - The network of Green Infrastructure will be secured by protecting open space, creating new open spaces as part of new development, and by using developer contributions to create and improve Green Infrastructure.

Policy GS1: Green Space - In order to improve the quantity, quality and value of green space provision we will require qualifying new residential developments to provide or contribute towards green space in line with the standards set out in the Green Space Strategy and in accordance with the requirements of the Infrastructure and Planning Obligations Policy.

Policy GS2: Green Ways and Public Rights of Way - We will protect Green Ways and Public Rights of Way from development that may affect their character or function.

Policy GB1: Protection of Green Belt – Green Belt will be protected from inappropriate development in accordance with the NPPF.

Policy GB6: Safeguarded Land - We will only grant planning permission on sites allocated as safeguarded land for development that is needed for the operation of existing uses, or alternative uses where the development will protect the open nature of the land, and will not affect the potential for future development of the site. The permanent development of safeguarded land will only be permitted following review of the Local Plan which proposes such development.

Policy LC1: Landscape Character - Development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character area in which it is located (as set out in the Landscape Character Assessment of Barnsley Borough 2002 and any subsequent amendments).

Policy CC1: Climate Change – Seeks to reduce the causes of and adapt to the future impacts of climate change.

Policy CC2: Sustainable Design and Construction – aims to minimise resource and energy consumption through the inclusion of sustainable design and construction features in new developments.

Policy CC3: Flood Risk - The extent and impact of flooding will be reduced by not permitting new development where it would be at an unacceptable risk of flooding from any sources of flooding, or would give rise to flooding elsewhere.

Policy CC4: Sustainable Drainage Systems (SuDS) - All major development will be expected to use Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it can be demonstrated that all types of SuDS are inappropriate.

Policy CL1: Contaminated and Unstable Land - Proposals for uses on land which is known or suspected to be contaminated, or for uses which would be particularly vulnerable in terms of exposure to contamination (such as housing with gardens) must be supported by sufficient information to enable the possible contamination risks to be fully assessed.

Policy POLL1: Pollution Control and Protection – Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

Policy I1 Infrastructure and Planning Obligations - Development must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily.

Adopted Supplementary Planning Documents relevant to this application:

- Affordable Housing
- Trees and hedgerows
- Biodiversity and Geodiversity
- Planning Obligations
- Financial Contributions of Educational Provision
- Sustainable Travel
- Open Space Provision on New Housing Developments

NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. NPPF policy of relevance to this application includes:

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

Paragraph 8 – Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right

time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 11 - Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance⁷ provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 48 - Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

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

Paragraph 66 - Where major development involving the provision of housing is proposed, planning policies and decisions should expect that the mix of affordable housing required meets identified local needs, across Social Rent, other affordable housing for rent and affordable home ownership tenures

Paragraphs 78-81 - Reiterates the importance of a deliverable supply of homes to meet the needs of the district. To maintain the supply of housing, local planning authorities should monitor progress in building out sites which have permission.

The supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of:

b) 20% where there has been significant under delivery⁴⁰ of housing over the previous three years, to improve the prospect of achieving the planned supply

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

Paragraph 116 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 124 - Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

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

Paragraph 136 - trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined.

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

Paragraph 154 - Development in the Green Belt is inappropriate unless one of the following exceptions a – h applies. In this case most relevant is h) which includes engineering operations.

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

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

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

Paragraph 195 - The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site.

Paragraph 196 – Decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

Paragraph 198 - Decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment.

Relevant Consultations:

The application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015.

Consultee	Summary of Comments
Active Travel England	No objections.
Affordable Housing	No objection subject to 10% affordable housing at reserved matters stage.
Biodiversity	Additional surveys have been provided and ecological impacts satisfactorily addressed/mitigated. Overall, no objections subject to conditions and biodiversity monitoring fees secured via S106 agreement.
Contaminated Land	No objection subject to conditions.
Drainage	No objection subject to conditions.
Education Services	No objection subject to financial contributions.
Environment Agency	No objection.
Highways DC	Highways DC Officers are satisfied with the access design and arrangements and raise no objection to the proposal subject to conditions.
Local Ward Councillors	The Local Ward Councillors have objected to the application for the following reasons: • The principle of the development being unacceptable due to its safeguarded allocation. The principle of developing the site is considered to undermine the objectives of the local plan without special circumstances being demonstrated. • Highways safety concerns with regard to the access off Pit Lane which will increase the number of vehicles at the junction of Aldham House Lane, Summer Lane and Windmill Road where there are existing speeding issues. • Pedestrian safety concerns with regard to the narrow carriageway and lack of footpaths. • Concerns with regard to potential flood risk.
Natural England	No objections.
Network Rail	No objection subject to financial contributions / upgrade works.
Planning Policy	The consultation recognises that, although the proposal conflicts with Local Plan Policy GB6 due to the safeguarded status of the land, the Council's current inability to demonstrate a five-year housing land supply engages the NPPF tilted balance, allowing substantial weight to be given in favour of housing delivery. In this context, the principle of residential development can be supported, subject to the applicant satisfactorily addressing the remaining site-specific and policy considerations.
Pollution Control	No objection subject to conditions.
Public Rights of Way	No objections.
South Yorkshire Mayoral Authority	No objection subject to financial contributions / upgrade works.
South Yorkshire Archaeology Service	Following the initial consultation SYAS requested additional information and a programme of trial trenching which has

	subsequently been submitted. SYAS raise no objection following receipt of the additional information.
South Yorkshire Mining Advisory Service	No objection.
The Coal Authority	No objection.
Tree Officer	No objection subject to conditions.
Yorkshire Water	Yorkshire Water issued an objection on the grounds that the existing foul sewer network lacks capacity to accommodate the development. Yorkshire Water have confirmed that, subject to a clear build programme from the applicant, they would undertake network reinforcement investigations, and they have recommended standard pre-commencement conditions to secure appropriate foul and surface water drainage solutions should the application be approved.

Representations

Neighbour notification letters were sent to 78 surrounding properties, a number of site notices were placed nearby and a press notice was placed in a local newspaper. The consultation period ran from 9th July 2025 for 21 days until 30th July.

38 representations were received from members of the public. The representations raised the following material planning issues:

- The principle of developing safeguarded land
- Highways safety and traffic
- Impact on wildlife/ecology
- Flooding
- Impact on infrastructure
- Impact on residential amenity of existing residents
- Lack of school capacity

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

- Impact on local GPs/dentists and other services.

Planning Assessment

Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that: *'Where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise'*.

The NPPF (December 2024) at paragraph 2 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

The main issues for consideration are as follows:

- The Principle of the Development

Environmental Impacts

- Matters relating to the access and highways safety
- Biodiversity and Ecology
- Trees
- Landscape and Character
- Drainage / Flood Risk
- Contaminated Land
- Archaeology

Social Impacts

- Residential amenity

Economic Impacts

- Job Creation

- Planning Obligations

- Consideration of Representations

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale unless the NPPF establishes a specific weight:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of development

The application site comprises three parcels of land, the majority of which falls within safeguarded land allocation SL20 as defined in the Barnsley Local Plan. The Local Plan identifies safeguarded land to meet the longer-term development needs of the borough, stretching well beyond the plan period. The aim of protecting this land is to make sure the Green Belt boundaries will remain in the longer term, avoiding the need to review them at the end of the plan period.

Local Plan Policy GB6: Safeguarded Land, states that development on sites allocated as safeguarded land will be supported where the proposals are needed for the operation of existing uses; or alternative uses where the development will protect the open nature of the land, and will not affect the potential for future development of the site. The permanent development of safeguarded land will only be permitted following review of the Local Plan. As such, permanent development at this stage is contrary to Policy GB6 of the Local Plan.

However, Barnsley's 2023 Housing Delivery Test result stands at 84%, triggering a 20% buffer to the five-year housing land requirement. Furthermore, the Council is also unable to

demonstrate a five-year housing land supply, with the most recently published position indicating a supply of only 2.9 years.

Paragraph 11(d) of the National Planning Policy Framework requires decision-makers to apply the presumption in favour of sustainable development in circumstances where the local planning authority has no relevant development plan policies, or where the most important policies for determining the application are considered out of date, such as when a five-year housing land supply cannot be demonstrated. In these situations, planning permission should be granted unless (i) policies within the NPPF that protect areas or assets of particular importance provide a clear reason for refusal, or (ii) the adverse impacts of the development would significantly and demonstrably outweigh its benefits when assessed against the NPPF as a whole.

In these circumstances, the NPPF paragraph 11(d) tilted balance is engaged allowing substantial weight to be given to housing delivery, provided the scheme does not prejudice the future delivery of the wider SL20 allocation and complies with other relevant policies.

There is currently no evidence to suggest that development of this parcel would prejudice the delivery of the remainder of the safeguarded land allocation. Matters relating to internal layout, scale and design would be fully addressed at reserved matters stage.

The two small parcels of land that lie outside the Safeguarded Land allocation fall within the Urban Fabric and the Green Belt. These parts of the site accommodate proposed highway improvements and drainage attenuation features only, both of which constitute engineering operations. Under paragraph 154(h) of the NPPF, such engineering works are not regarded as inappropriate development in the Green Belt and would therefore be acceptable.

In summary, while the proposal conflicts with Policy GB6 due to its location on safeguarded land, the Council's lack of a five-year housing supply and the resulting application of the NPPF tilted balance weigh substantially in favour of the development. The principle of development can be therefore supported in this instance, provided that all other matters do not significantly and demonstrably outweigh the benefits of the residential development proposed. These matters are considered in more detail below.

Environmental Impacts

Paragraph 8 (C) of the NPPF sets out the environmental objective which includes protecting and enhancing the natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The environmental impacts of the proposed development are assessed as follows:

Matters relating to Access and Highways Safety

NPPF paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Policy T4 of the Local Plan echoes this and states that new development will be expected to be designed and built to provide all transport users within and surrounding the development safe, secure and convenient access and movement.

It goes on to state that if a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

The application seeks approval for access only, with all other matters reserved. The proposed access would be taken from a realigned section of Pit Lane to the north of the site, forming a new priority-controlled junction within the development's internal spine road. The proposal also includes reducing the speed limit on Pit Lane to 30mph.

Off-site highway improvements are proposed at the Summer Lane / Aldham House Lane / Windmill Road / Pit Lane junction, including localised carriageway widening, revised signal timings and enhancements to pedestrian crossing facilities. These works are supported by a Stage 1/2 Road Safety Audit, which has been agreed and signed off by the Highway Authority.

A swept-path analysis has also been submitted with the application which demonstrates that a standard refuse vehicle can satisfactorily enter, manoeuvre within, and exit the proposed access junction.

During the course of the application, the applicant submitted a Highways Technical Note to supplement the Transport Assessment and respond to the comments raised by the Highways Development Control Officer regarding the transport modelling and baseline data. The Technical Note satisfactorily addresses these matters, and officers are now satisfied that the proposed access arrangements and off-site highway improvements have been robustly assessed and are appropriate to serve a development of up to 230 dwellings.

Although all technical matters have now been resolved, the acceptability of the highway realignment remains dependent on the successful completion of a Traffic Regulation Order (TRO) to reduce the speed limit on Pit Lane. This requirement cannot be secured through a planning condition, as the TRO process is governed by the Road Traffic Regulation Act 1984, with the final decision resting with South Yorkshire Police. The Council's Traffic Team were supportive of the proposals throughout both the pre-application and application stages; however, despite efforts to obtain formal comments from South Yorkshire Police ahead of determination, no response has been received. An informative has therefore been added to advise the applicant of the statutory TRO process.

Overall, subject to the proposed mitigation measures, the development is not expected to result in a severe residual impact on the highway network or highway safety, in accordance with paragraph 116 of the NPPF. The Highways Development Control Officer has confirmed that the access arrangements and off-site works are acceptable, raising no objection subject to conditions. Accordingly, the proposals are considered to comply with Local Plan Policy T4, and this weighs significantly in favour of the development.

Biodiversity and Ecology

Policy BIO1 of the Local Plan states that development will be expected to conserve and enhance the biodiversity and geological features of the borough by protecting and improving habitats and species, maximising biodiversity and geodiversity opportunities in and around new developments and encouraging provision of biodiversity enhancements.

The application was accompanied by a suite of ecological surveys and assessments as follows:

- Ecological Impact Assessment (EclA)
- Breeding bird Survey
- Wintering Bird Survey
- Bat Activity Survey
- Biodiversity Impact Assessment
- Biodiversity Statutory Metric & Condition Assessment Sheets.

The EclA confirms that the proposals would not affect any statutory or non-statutory nature conservation sites nearby. It identifies slight positive effects for retained and enhanced on-site habitats and neutral effects on relevant protected and priority species, subject to standard precautionary measures. The Council's Biodiversity Officer is satisfied that, with the recommended measures in place, the development would result in no significant harm to protected species or habitats, in accordance with Local Plan Policy BIO1. These measures will be secured by condition.

The Environment Act 2021 mandated a minimum measurable biodiversity net gain for all developments covered by the Town & Country Planning Act (TCPA), which requires the biodiversity value of a development to exceed the predevelopment biodiversity value of a site by a minimum of 10%.

The BNG documents indicate that the proposals will result in a gain of 1.68 habitat units (10.16%) and 2.46 hedgerow units (48.34%), meeting the statutory BNG requirements. This is achieved through a combination of on-site and off-site habitat creation and enhancement measures. The details of which will be secured via a condition for a Biodiversity Gain Plan and Habitat Management Monitoring Plan (HMMP).

As the development is proposing to create a variety of habitats on and offsite, of which are deemed significant habitat type, the maintenance of these habitats would be set out within a Habitat Management and Monitoring Plan. The Council will also seek a fee for the review of monitoring reports submitted to the council periodically, within the 30-year management period. The monitoring fee will be secured by a Section 106 agreement, as the habitats equate to less than 5ha the monitoring fee would be £5000.

Given the above, subject to suitably worded conditions and a S106 Agreement, the development would meet the requirements of Local Plan condition BIO1 and SPD 'Biodiversity and Geodiversity'. This weighs significantly in favour of the development.

Trees

The submitted plans indicate that some trees and sections of hedgerow along the northern boundary would need to be removed to facilitate the proposed access. The Council's Tree Officer raises no concerns with the principle of this removal and acknowledges that it is unavoidable in order to deliver an appropriate access arrangement.

All remaining trees and hedgerows are located along the site boundaries, and it is anticipated that these will largely remain unaffected. However, their relationship with the proposed built form will need to be assessed further at the reserved matters stage once the layout is fixed. The Trees and Hedgerows SPD requires that tree survey information is used to inform the layout and design of new development, with an emphasis on retaining higher-category trees and hedgerows wherever possible, both in the short and long term.

Given the proposed removals and the proximity of construction works to retained trees, tree protection measures will be required. This will be secured by condition prior to the commencement of development. A landscaping scheme, including mitigation planting, will also be required and can be addressed at reserved matters stage.

Overall, the Council's Tree Officer raises no objection to the proposal, subject to the imposition of conditions and the submission of further details at reserved matters. This carries moderate weight in favour of the development proposals.

Landscape and Character

Policy LC1 states that development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character area in which it is located (as set out in the Landscape Character Assessment of Barnsley Borough 2002 and any subsequent amendments)

This is reinforced within policy D1 which states that development is expected to be of high quality design and be expected to respect, take advantage of and reinforce the distinctive local character and features of Barnsley, including landscape character.

A Landscape and Visual Appraisal (LVA) has been submitted in support of the application. The assessment considers both the landscape character of the site and its surroundings, as well as the visual effects in the short and longer terms.

The site is located on the western edge of Wombwell, forming part of a transitional landscape between the established settlement edge and the wooded backdrop of Wombwell Wood. The surrounding context includes modern suburban housing to the east and south, the railway line to the west, and more open farmland to the north.

The Barnsley Borough Landscape Character Assessment (2016) identifies the area as falling within Landscape Character Area E4: Hoyland Settled Wooded Farmland, which is recognised as having low landscape sensitivity and a medium capacity to accommodate new development due to its already urbanised character.

The LVA identifies the site itself as being of low landscape value, reflecting its agricultural use, degraded internal hedgerows and proximity to modern housing. The wider study area is assessed as low to medium value, with landscape quality improving closer to Wombwell Wood.

The introduction of housing in this location will result in a change in appearance of the landscape and character of the area which will result in a moderate adverse effect in the short term. However, the LVA concludes that the site's susceptibility to change is low given its existing settlement-edge context, and containment by strong physical boundaries.

An indicative landscape masterplan has been submitted with the application which includes the creation of new woodland along the western boundaries, new species-rich hedgerow and enhancement of existing boundary hedgerows as well as tree planting throughout the development.

These measures will soften the appearance of the development as planting matures and will help establish a more natural, gradual transition between the existing built up area and the wider landscape. The LVA concludes that long-term landscape effects will reduce to moderate/minor adverse, consistent with the site's low sensitivity and the effectiveness of proposed structural planting.

The LVA demonstrates that although the development will introduce noticeable change to the immediate landscape, the site is of low sensitivity, already influenced by the modern settlement edge, and capable of accommodating further built form without undermining the wider landscape character.

Further consideration will be given to the detailed design of the proposed development at reserved matters stage however at this stage no unacceptable harm to landscape character or visual amenity has been identified. The proposed development therefore complies with Local Plan Policies D1 and LC1, which carries modest weight in favour of the proposal at this time.

Drainage / Flood Risk

Policy CC3 of the Local Plan seeks to reduce flood risk by not allowing new development where it would be at an unacceptable risk of flooding.

A site-specific Flood Risk Assessment (FRA) has been submitted in support of the application. The site is located within Flood Zone 1, and the FRA confirms that it is at low risk of flooding. It also identifies a series of precautionary mitigation measures to address any residual risk associated with extreme storm events or potential drainage system blockages. The Environment Agency has been consulted and has raised no concerns or objections. As such, the proposal is not considered to give rise to any significant flood risk and complies with Local Plan Policy CC3.

Policy CC4 of the Local Plan states that all major development will be expected to use Sustainable Drainage Systems (SuDS) to manage surface water drainage unless it can be demonstrated that all types of SuDS are inappropriate.

Indicative drainage proposals are set out within the submitted Flood Risk Assessment. The Council's Drainage Officer has reviewed the information and raised no concerns, subject to conditions requiring the submission and approval of full surface water and foul drainage details. These conditions will ensure that the final scheme is suitable and appropriately mitigates flood risk.

Yorkshire Water have raised an objection to the application at this stage, primarily relating to the proposed method of foul water disposal identified within the Flood Risk Assessment. Their response confirms that the existing public foul sewer network does not currently have sufficient capacity to accommodate a development of this scale, and that the applicant will therefore need to identify an alternative or reinforced foul discharge solution before the matter can be fully resolved.

The issues raised can be addressed through further technical work between the developer and Yorkshire Water. Under the requirements of the Water Industry Act 1991, it is the developer's responsibility to demonstrate a viable and deliverable drainage strategy and for the water provider, in this case, Yorkshire Water, to fund any necessary infrastructure upgrades. Yorkshire Water has also confirmed in their response that, should planning permission be granted, they will undertake internal reinforcement investigations, provided the developer supplies a proposed start date and programme.

Yorkshire Water has recommended a number of pre-commencement conditions requiring the submission and approval of detailed foul and surface water drainage strategies before development begins, and preventing occupation until the approved drainage works are in place. These conditions are routinely applied on major development sites and give the Local Planning Authority sufficient control to ensure the network is not overloaded and that an appropriate drainage solution is delivered.

Overall, while Yorkshire Water does not currently support the proposals, the matters raised are capable of resolution through the submission of detailed drainage information at the appropriate stage. Their response provides a clear pathway for addressing the objection

post-decision, and the requirements can be suitably secured via planning conditions. In light of this and the fact that there is no conflict with policy the drainage and flood risk considerations carry modest positive weight in favour of the proposal.

Contaminated Land

Local Plan Policy CL1 seeks to ensure that new development does not expose future users or occupiers to unacceptable risks from contamination or land-stability issues.

A Geoenvironmental Appraisal has been submitted in support of the application. The assessment confirms that no ground gas has been detected and that most of the site's topsoil is suitable for reuse. It concludes that large-scale remediation is not required; however, additional testing is necessary to verify that no risks to human health remain. The Council's Contaminated Land Officer is satisfied with this approach and raises no objection, subject to conditions.

Accordingly, a condition will be imposed requiring the recommended further testing to be undertaken prior to the commencement of development. Subject to this, the scheme is not considered to pose harm to future occupiers and would be in accordance with Policy CL1 of the Local Plan. This carries moderate weight in favour of the proposal.

Archaeology

Policy HE6 of the Barnsley Local Plan which states that applications for development on sites where archaeological remains may be present must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development."

An Archaeology and Heritage Desk-Based Assessment has been submitted in support of the application. The assessment notes that features associated with late prehistoric/ Romano-British activity are recorded within 200m of the site and are extensive within the wider vicinity however there was limited information on the extent of any remains as a field evaluation had not been completed. South Yorkshire Archaeology Service (SYAS) requested a geophysical survey of the site followed by a programme of trial trenching.

A programme of trial trenching was undertaken to test the results of the geophysical survey which had identified anomalies of probable and possible archaeological origin. On excavation, many of the features were found to be geological in origin or associated with modern agricultural practices. Finds were very limited comprising a few sherds of 19th century pottery and clay pipe fragments. Environmental samples were of limited value producing mainly charcoal unsuitable for radiometric dating. Overall, the archaeological potential of the site is very low and SYAS have confirmed that no further investigation is required.

Accordingly, no further archaeological investigation or planning conditions are required and the proposal accords with policy HE6 of the Local Plan which weighs moderately in favour of the proposal.

Summary of Environmental Impacts

The environmental impacts of the development have been fully assessed and can be acceptably mitigated.

The proposal delivers highways improvements, measurable environmental enhancements, including biodiversity net gain and new landscaping, all of which provide positive environmental benefits to the locality. The above matters are either resolved or further details can be secured through suitable planning conditions.

The environmental impact of the development is considered to be acceptable and moderate weight in favour of the development should be attached to this.

Social Impacts

NPPF Paragraph 8(B) sets out the social objective, stating that proposals should support strong, vibrant and healthy communities, by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.

The social impacts of the development are assessed as follows:

Impact upon Residential Amenity

Local Plan Policy GD1 states that proposals for development will be approved if:

- There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;

Local Plan Policy POLL1 states that we will not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.

It also states that developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

At this stage it is not possible to assess the full extent of the impacts on existing residential neighbours as these factors could be addressed through the layout, scale and design of the proposed dwellings which will be submitted at the reserved matters stage.

At this stage, a Noise Impact Assessment (NIA) has been submitted to assess the potential impact of external noise sources on the proposed residential dwellings/future residents.

Noise levels recorded at the northern boundary of the site were primarily influenced by passing traffic on Pit Lane, with lower levels experienced across the remainder of the site. The highest noise levels were associated with passing trains to the west. The Noise Impact Assessment (NIA) concludes that the existing noise environment does not present a constraint to residential development, subject to the implementation of the recommended sound attenuation measures. The Council's Pollution Control Officer has reviewed the assessment and is satisfied that future occupiers would not be adversely affected by existing noise sources. These mitigation measures will be secured by condition.

Based on the above, the proposal is not considered to result in any undue harm to the amenity of future residents. Detailed matters relating to the scale, layout and design will be fully addressed at the reserved matters stage to ensure the development provides an

appropriate level of internal and external living space and does not adversely affect the amenity of existing neighbouring properties.

Overall, the proposal is considered to accord with Policies GD1 and POLL1 of the Local Plan, which carries significant weight in favour of the scheme.

Conclusion on Social Impacts

The proposed development will contribute positively to the social objectives of the NPPF by providing up to 230 new homes, including affordable housing, in a sustainable and accessible location. No significant harm to existing or future residential amenity has been identified, and any potential impacts can be addressed at the reserved matters stage.

The development accords with Local Plan Policy POLL1 and GD1. The social impact of the development is considered to be acceptable and significant weight should be attached to this in favour of the development.

Economic Impacts

NPPF Paragraph 8(A) sets out the economic objective, stating that proposals should help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

The economic impacts of the development are assessed as follows:

Job Creation/Economic Benefits

The proposal will generate economic benefits during both construction and occupation through job creation, increased local expenditure and contributions towards local infrastructure, education and sustainable transport.

Summary of Economic Impacts

While the economic impacts are fairly limited, they nonetheless represent a clear gain aligned with the NPPF's economic objectives.

As such, moderate weight is attributed to the economic impacts of the development.

Planning Obligations

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

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

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

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

Affordable Housing

In line with the Affordable Housing SPD, housing developments of 15 or more dwellings are expected to provide affordable housing. Policy H7 of the Local Plan states that 10% affordable housing is required in Wombwell.

The Affordable Housing Officer has been consulted and considers that further information will be required at reserved matters stage before a final response regarding the Affordable Housing provision and mix can be agreed.

Open Space

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

A minimum of 15% of the gross site area of new housing development must be open space of a type appropriate to the character of the site, its location and the layout and nature of the new housing and adjoining land uses. Where it is impossible to make such provision on land either within or immediately adjacent to the site in a satisfactory and acceptable manner, or where the Council deem it appropriate, suitable off-site open space facilities, remote from the development land, may be acceptable either as new facilities or improvements to those existing. Any contribution required would depend on the open space proposed on site (if any) and the number and type of units. This figure would be calculated using the formula set out in appendix 2 of the SPD at reserved matters stage.

Education

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

The supporting documentation for this planning application indicates up to 230 dwellings, all of which are identified as family homes. Based on the current information and capacity in the local area it is considered a contribution would be required for Primary and SEND provision only. This equates to a contribution of £985,675.

Sustainable Travel

Local Plan Policy T3 requires financial contributions towards improvements to sustainable travel, where levels of accessibility through public transport, cycling and walking are unacceptable. Contributions will be sought on developments of 10 dwellings or more.

In accordance with the adopted Sustainable Travel SPD, there is a requirement for the applicant to provide a contribution towards sustainable transport and active travel measures. The formula within the SPD has been used to calculate the sustainable travel contribution of £172,500. This includes a £57,450 to Network Rail for improvements to lighting and surfacing to the Train Station and £27,858 SYMCA contribution for upgrades to local bus stops.

Biodiversity Monitoring

Significant habitat measures are proposed on-site, and these should also be subject to management detailed within the HMMP, which will be secured by a planning condition. The LPA requires a fee to review monitoring reports which are submitted periodically over the 30-

year management period; this will be secured by a Section 106. As the significant on and off-site habitats equate to less than 5 hectares in area, the fee would be £5000.

Consideration of Representations

A total of 38 representations were received from local residents, alongside a formal objection from the Local Ward Councillors. The issues raised relate to the principle of developing safeguarded land, highway safety and traffic generation, pedestrian safety, flood risk, ecological impacts, pressure on local infrastructure, and effects on the residential amenity of neighbouring properties. These matters have been considered in detail within the relevant sections of this report.

The comments made regarding the principle of development reflect concerns with the development of safeguarded land ahead of a Local Plan review. As set out in the assessment above, whilst the proposal conflicts with Local Plan Policy GB6, the Council is unable to demonstrate a five-year housing land supply, engaging the presumption in favour of sustainable development under NPPF paragraph 11(d). In such circumstances, substantial weight must be afforded to housing delivery unless the identified harms significantly and demonstrably outweigh the benefits. The proposal has been assessed in this context.

Highway-related concerns, including those relating to increased traffic at the Aldham House Lane / Summer Lane / Windmill Road junction, limited footway provision, and general pedestrian safety, were also raised. These matters have been comprehensively addressed through detailed transport assessments, a Stage 1/2 Road Safety Audit, and the agreement of the Highways Development Control Officer, who raises no objection subject to conditions and the statutory TRO process to formalise the reduced speed limit.

Representations relating to ecology, drainage and flood risk have similarly been considered. The submission of updated ecological surveys, a Biodiversity Net Gain assessment, a Flood Risk Assessment and drainage strategy, together with the consultation responses from the relevant consultees, demonstrate that the scheme can be delivered without significant adverse effects, subject to appropriate mitigation secured by condition or S106 obligation.

The Local Ward Councillors' objection reiterates many of the concerns raised by residents, particularly regarding the development of safeguarded land, highway and pedestrian safety, and potential flood risk. These comments have been fully taken into account and carry weight as part of the overall assessment. However, for the reasons outlined within this report, the technical assessments and consultee responses do not substantiate grounds to justify refusal. No statutory consultee has objected to the application, and the application as proposed with suitably worded conditions are considered sufficient to address the concerns raised.

In summary, all representations, including those from the Local Ward Councillors, have been carefully considered. While the concerns raised are understandable, the proposals and technical evidence indicate that the impacts of the development can be acceptably addressed and do not significantly and demonstrably outweigh the substantial benefits associated with the delivery of new housing on this site.

PLANNING BALANCE & CONCLUSION

Planning Balance

A summary of the weights which have been afforded to each material planning consideration are summarised in the table below:

The Principle of the Development	Substantial weight in favour
Highways	Significant weight in favour
Ecology & Biodiversity	Significant weight in favour
Trees	Moderate weight in favour
Landscape and Character	Modest weight in favour
Drainage & Flood Risk	Moderate weight in favour
Contaminated Land	Moderate weight in favour
Archaeology	Moderate weight in favour
Summary of Environmental Impacts	Moderate weight in favour
Impact Upon Residential Amenity	Significant weight in favour
Summary of Social Impacts	Significant weight in favour
Job Creation	Moderate weight in favour
Summary of Economic Impacts	Moderate weight in favour

Conclusion

In accordance with Paragraph 11(d) of the National Planning Policy Framework, the presumption in favour of sustainable development is engaged due to the Council's inability to demonstrate a five-year housing land supply. Substantial weight is therefore afforded to the delivery of up to 230 new homes, including affordable housing, in a sustainable and accessible location.

The assessment demonstrates that the environmental impacts of the development can be acceptably mitigated through planning conditions and the completion of a Section 106 Agreement. Highways, drainage, ecology, trees, contamination and archaeology matters have been fully considered, and no statutory consultee has raised an objection that would justify withholding permission. Where concerns were identified, such as those relating to foul drainage capacity, clear mechanisms and appropriate conditions are in place to secure satisfactory resolution prior to development commencing. Collectively, these considerations weigh in favour of the proposal.

The development will deliver notable social benefits through the provision of new housing, including affordable homes, as well as improvements to sustainable travel, public open space and education facilities. No significant harm to the amenity of existing or future residents has been identified, with any detailed matters to be secured at the reserved matters stage. The proposal will also generate modest economic benefits through employment during construction and increased local expenditure following occupation, which adds further positive weight.

When balancing these considerations, the identified harm does not significantly and demonstrably outweigh the substantial benefits of housing delivery. The proposal does not undermine the wider SL20 safeguarded land allocation, and the remaining matters can be satisfactorily addressed through conditions and planning obligations. On balance, the proposal represents a sustainable form of development that accords with the overall aims of the National Planning Policy Framework when taken as a whole.

The application is therefore recommended for approval, subject to the conditions listed and the completion of the Section 106 Agreement.

RECCOMENDATION

MEMBERS RESOLVE TO GRANT PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT SUBJECT TO THE CONDITIONS BELOW AND FOLLOWING THE COMPLETION OF AN AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 IN RELATION TO THE FOLLOWING MATTERS AND THE HEAD OF PLANNING BE AUTHORISED TO ISSUE THE PLANNING PERMISSION UPON COMPLETION OF THE LEGAL AGREEMENT:

- a) Affordable Housing at 10% - details to be agreed at reserved matters stage, based on the details set within the Adopted Supplementary Planning Document: Affordable Housing
- b) Public Open Space – details to be determined at reserved matters stage based on the details set within the adopted Supplementary Planning Document: Open Space Provision on New Housing Developments
- c) £985,675 Education Contribution for primary and secondary school places
- d) £172,500 Sustainable Travel Contribution (which includes SYMCA and Network Rail improvements)

CONDITIONS

1. An 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:-

- Layout
- Scale
- Design and external appearance
- 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. No development relating to the site access shall commence until full engineering details of the site access works on Pit Lane, including the realignment, priority junction geometry, footways (2m both sides), tie-ins, drainage, street lighting, signage/lining, tactile paving, and interface with Aldham House Lane/Windmill Road/Summer Lane, as shown indicatively on drawing 23081/GA/01 rev F, have been submitted to and approved in writing by the Local Planning Authority (LPA). The approved works shall be delivered via a Section 278 Agreement and completed prior to first occupation of the development (or in accordance with a phasing plan to be agreed).

Reason: To ensure safe and suitable access for all users.

4. No development shall commence on the access hereby approved until details of the off-site pedestrian and cycle improvements identified within the Transport Assessment Technical Note, Rev 1 (October 2025) as detailed within section 2.5.25 (including provision of tactile paving and crossing upgrades) have been submitted to and approved by the Local Planning Authority (LPA). These works shall be completed prior to first occupation.

Reason: To ensure safe and suitable access for all users.

5. No development shall commence on the approved access works until a Stage 2 Road Safety Audit (RSA) and corresponding Response Report have been submitted to and approved in writing by the Local Planning Authority (LPA). The development shall thereafter be carried out in full accordance with the approved mitigation measures. Following completion of the access works, a Stage 3 RSA shall be undertaken and submitted to the LPA for approval prior to the access being brought into use. A Stage 4 RSA shall be undertaken 12 months after the access becomes operational, with any mitigation identified implemented in accordance with a timetable to be agreed with the LPA. All Road Safety Audits, Designer's Responses and mitigation measures shall be undertaken and completed in accordance with DMRB GG119, by a suitably qualified and independent audit team. Reason: In the interests of highway safety and to ensure the access operates safely for all users.

Reason: To ensure safe and sustainable access for non-motorised users.

6. 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.

7. Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for off-site highway works as indicated on drawings numbered 23081/GA/02 and 23081/GA/01 Rev F have been submitted to and approved in writing by the LPA.

Reason: To ensure that the highway works are designed to an appropriate standard in the interest of highway safety.

8. 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 (but not limited to):

- i. The parking of vehicles of site operatives and visitors
- ii. Details of construction traffic routing
- iii. Means of access for construction traffic
- iv. Loading and unloading of plant and materials
- v. Storage of plant and materials used in constructing the development
- vi. Measures to prevent mud/debris being deposited on the public highway.

- vii. Details of the provision of an on-site water supply or water storage facility;
- viii. Measures to control the emission of dust and dirt during works;
- ix. Measures to control noise emissions during works;
- x. A scheme for recycling/disposing of waste resulting from earthworks or cut/fill.

Reason: In the interests of highway safety and to reduce impacts on health and the quality of life.

9. 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.

10. The realigned section of Pit Lane shall not be brought into use until a Stopping Up Order under Section 247 of the Town and Country Planning Act 1990 has been confirmed by the Secretary of State (in accordance with drawing no 23081/GA/01 Rev E) and a copy of the confirmed Order has been submitted to and acknowledged in writing by the Local Planning Authority.

Reason: To ensure that public highway rights are lawfully extinguished prior to development, in the interests of legal compliance, public safety, and the proper implementation of the approved scheme.

11. No development shall commence until details of all highway retaining structures, including construction status drawings and specifications have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in strict accordance with the approved details.

Reason: In the interest of highway safety, in accordance with Local Plan Policy T4

12. No development shall take place unless and until

- (a) 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.
- (b) porosity tests are carried out in accordance with BRE 365, to demonstrate that the subsoil is suitable for soakaways; and
- (c) Calculations based on the results of these porosity tests to prove that adequate land area is available for the construction of the soakaways.

are all approved in writing by the Local Planning Authority.

Reason: To ensure the proper drainage of the area

- 13. 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

- 14. No development shall take place until details of the proposed means of disposal of foul water drainage for the whole site, including details of any balancing works, off-site works and phasing of the necessary infrastructure, have been submitted to and approved by the Local Planning Authority. Thereafter, no dwelling or building shall be occupied or brought into use prior to completion of the foul drainage works unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that no foul water discharges take place until proper provision has been made for their disposal.

- 15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no building or structure shall be placed or erected within 6 metres of the watercourse shown on the approved plan.

Reason: To prevent damage to the existing sewer, watercourse or culvert.

- 16. No development shall take place until a scheme for disposing of surface water by means of a sustainable drainage system is approved by the Local Planning Authority.

The scheme shall include the following details:

Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

- A timetable for its implementation; and
- A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime.

The development shall be implemented in accordance with the approved

sustainable drainage scheme and maintained thereafter in accordance with the approved management and maintenance plan.

Reason: To ensure the proper drainage of the area

17. Notwithstanding the submitted details, no development shall take place (including demolition, ground works and vegetation clearance) until a Construction Environmental Management Plan - Biodiversity (CEMP-B) has been submitted to and approved in writing by the Local Planning Authority. The CEMPB shall include, but not necessarily be limited to, the following:

- Risk assessment of potentially damaging construction activities;
- Identification of 'biodiversity protection zones';
- An Invasive Non Native Species (INNS) protocol to ensure INNS are not spread in the wild;
- Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- The location and timing of sensitive works to avoid harm to biodiversity features (e.g. daylight working hours only starting one hour after sunrise and ceasing one hour before sunset);
- Use of protective fences, exclusion barriers and warning signs, including advanced installation and maintenance during the construction period;
- Responsible persons and lines of communication;
- The role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person(s).

Reason: In the interests of protecting biodiversity and preventing harm to habitats and species during the construction phase, in accordance with Local Plan Policy BIO1.

18. Notwithstanding the submitted details, prior to first occupation of the site, details of external and internal lighting (where applicable), shall be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be reviewed a suitably qualified ecologist to demonstrate that lighting will not adversely impact wildlife using key corridors, foraging and commuting features and roosting sites. The details shall include, but are not limited to, the following:

- Identification of areas/features on site that are particularly sensitive e.g. breeding, resting, foraging and commuting sites;
- A drawing showing dark corridors and buffer areas;
- A report and drawings showing how and where lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent species using their territory or having access to breeding sites/resting places, this should include;
 - Technical descriptions, design or specification of lighting to be installed including shields, cowls or blinds where appropriate;
 - A description of the luminosity of lights and their light colour;
 - A plan showing the location and where appropriate the elevation and height of the light fixings;
 - Methods to control lighting control (e.g. timer operation, Passive Infrared Sensors (PIR)); and
 - Lighting contour plans, both horizontal and vertical where appropriate, taking into account hard and soft landscaping.

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

Reason: To ensure that external lighting is designed and implemented in a manner that protects biodiversity and avoids disturbance to sensitive habitats and species, in accordance with Local Plan Policy BIO1.

19. Notwithstanding the submitted details, before above ground works commence a scheme for biodiversity enhancement, such as the incorporation of permanent bat roosting feature(s), hedgehog access points and nesting opportunities for birds, shall be submitted to and agreed in writing with the Local Planning Authority. The approved details thereafter shall be implemented, retained and maintained for their designed purpose in accordance with the approved scheme. The scheme shall include, but not limited to, the following details:

- Description, design or specification of the type of feature(s) or measure(s) to be undertaken;
- Materials and construction to ensure long lifespan of the feature/measure
- A drawing(s) showing the location and where appropriate the elevation of the features or measures to be installed or undertaken.
- When the features or measures will be installed within the construction, occupation, or phase of the development

Reason: To secure measurable biodiversity enhancements as part of the development in accordance with Local Plan Policy BIO1.

20. The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP) has been submitted to and approved by the Local Planning Authority, prepared in accordance with an approved Biodiversity Gain Plan, which is to accord with the Ecological documents submitted with the application by Futures Ecology reference FE302/BIA01 dated October 2025. The HMMP shall include:
- a) a non-technical summary;
 - b) the roles and responsibilities of the people or organisation(s) delivering the [HMMP];
 - c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 - d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 - e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority, and approved in writing by, the local planning authority.
 - f) A timetable for implementation and completion of creation and enhancement works.
 - g) Notice in writing shall be given to the Council within 10 working days of the implementation of the HMMP
 - h) Notice in writing shall be given within 10 working days of the completion of the habitat creation and enhancement works as set out in the HMMP and a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.
 - i) Thereafter the created and/or enhanced habitat specified in the approved [HMMP] shall be managed and maintained in accordance with the approved [HMMP] for a period of 30 years following the completion of the development.

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

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

- Tree protective barrier details
- Tree protection plan
- Arboricultural method statement

No development or other operations shall take place except in complete accordance with the approved methodologies.

Reason: To ensure the continued well-being of the trees in the interests of the amenity of the locality.

22. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained. The approved landscaping details shall be implemented prior to the occupation the dwelling.

Reason: In the interests of the visual amenities of the locality

23. No development shall take place until further sampling and testing of samples of topsoil recovered from the area of TP07 as identified in the Geoenvironmental Appraisal reference 4721/1 is undertaken.

The result of this sampling shall then guide an appropriate remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health. The remediation scheme shall be submitted to and approved in writing by the Local Authority.

Development shall not commence until the measures approved in the scheme have been implemented. On the completion of measures identified in the approved remediation scheme, a Validation Report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Authority.

Reason: To protect the environment and ensure the site is suitable for the proposed use in accordance with Local Plan Policy POLL1.

24. Prior to first use of the new site access, visibility splays as dimensioned on plan 23081/GA/01 Rev F shall be provided and maintained thereafter free of obstruction above 1.05 m (vehicles) and 0.6 m (pedestrians).

Reason: In the interests of highway safety.

25. 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 Pit Lane in accordance with details as approved under condition 7.

Reason: To ensure streets are completed prior to occupation and satisfactory development of the site

26. Prior to occupation of any dwellings hereby approved, the noise mitigation measures described in report 'Residential Noise Assessment' produced by Environmental Noise Solutions Limited dated 12 September 2025, ref: NIA-11128-23-11436-v2, shall be implemented so that environmental noise does not cause significant adverse impacts

on health or the quality of life as required by noise planning policy, to those living and working in the development. This includes:

- All road-fronting habitable rooms of plots adjacent to Pit Lane shall be fitted with enhanced laminated glazing rated at least 38 dB Rw+Ctr
- All road-fronting habitable rooms of plots adjacent to Pitt Lane shall be fitted with acoustic wall vents rated at least 41 dB Dn,e,w+Ctr per 8000 mm² EA (vent open)
- All habitable rooms fronting towards the railway line shall be fitted with double glazing rated at least 28 dB Rw+Ctr (such as 6 mm glass / 6-20 cavity / 4 mm glass) in conjunction with standard wall vents or trickle vents rated at least 32 dB Dn,e,w per 4000 mm² EA (vent open).

Once the acoustic product is selected, a qualified and competent acoustic consultant shall confirm the product meets the requirements specified above and confirmation shall be sent to the Local Planning Authority.

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

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1

27. The development shall not be first occupied or brought into use until a Full Travel Plan for the development has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan hereby approved shall be implemented in accordance with the measures set out therein. Within three months of occupation, evidence of the implementation of measures set out in the Travel Plan shall be prepared, submitted to and agreed in writing with the LPA unless alternative timescales are agreed in writing.

Reason: To support sustainable transport objectives.

28. The reserved matters application shall be accompanied by a detailed boundary treatment plan for all plots adjoining the northern boundary. The submitted plan shall specify the type, height, design and construction details of the proposed acoustic barrier(s), which shall achieve an equivalent level of noise attenuation to a solid 2-metre-high masonry wall or double-thickness acoustic timber fence with no gaps, fully sealed at the base (including the use of gravel boards and cover strips). The development shall thereafter be carried out in accordance with the approved details and retained as such thereafter.

Reason: To ensure appropriate mitigation of noise impacts and to protect the health and quality of life of future and neighbouring occupants, in accordance with Local Plan policy.

29. During works, construction or demolition related activity shall only take place onsite between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays

Reason: To reduce or remove adverse impacts on health and quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1

INFORMATIVES

1. It is recommended that measures are taken to prevent a nuisance/or affect the quality of life of local residents. Please note that the Council's Pollution Control Team have a legal duty to investigate any complaints about noise, smoke, odour, light or dust. No waste should be burnt. If a Statutory Nuisance is found to exist, they must serve an Abatement Notice under the Environmental Protection Act 1990. Failure to comply with the requirements of an Abatement Notice may result in a fine of up to £20,000 upon conviction in Magistrates' Court. It is therefore recommended that you give serious consideration to the steps that may be required to prevent a noise, light, odour, dust or smoke nuisance from being created.
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. The development hereby approved includes the construction of new highway. To be considered for adoption and on-going maintenance at public expense, it must be laid out and constructed to the BMBC engineering standard details and to the terms of phasing of the development. You are advised that you must enter into a highway agreement under s38 of the Highways Act 1980. The development will be bound by the Sections 219 to 225 of the Highways Act 1980 (the Advances Payments Code). Fees are payable for the drafting of the agreement, approval of the highway details and inspection of the works. For more information or to apply, please contact Highways Development Control on email HighwaysDC@barnsley.gov.uk or call to 01226 773555 prior to any work commencing on site. Please note that it is necessary to gain all technical and legal approvals for all street road details from the LHA prior to submission of such approved details to the LPA to discharge condition x of this consent.
4. Any highways structures will require technical approval in accordance with the approval procedure based on DMRB CG300 – Technical Approval of Highways Structures. If an AIP is required, the developer will be responsible for preparing and submitting the AIP, with the technical approving body being the Highway Authority. The completed design, including proprietary designs, cannot be implemented until Highway Authority is in receipt of certified confirmation that the implementation documents are accurate and fully in compliance with the requirements of the AIP. Designs that do not require an AIP (typically category 0 but not limited to) will also need to be submitted to Highway Authority for review in accordance with DMRB CG300
5. You are advised that a Traffic Regulation Order (TRO) is necessary. You must submit a plan to a scale of 1:1250 of the indicative scheme, along with timescales for the commencement and completion of the development hereby approved. Please be aware that the process is statutory and involves public advertisement of the proposals and the resolution of objections. The outcome of the process cannot be guaranteed. Time based fees are payable for the administrative process, including legal costs, and are separate from the costs of lining, signing and resurfacing required by the TRO. You should expect a minimum of six months to elapse between the LHA's Traffic team confirming that it has all the information necessary to enable it to proceed and the TRO is advertised. You will not be permitted to implement the

TRO measures until the TRO has been sealed. For more information and arrangements contact Traffic by emailing Traffic@barnsley.gov.uk

NB: The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

6. The applicant is advised that the implementation of a Stopping Up Order under Section 247 of the Town and Country Planning Act 1990 does not extinguish or override the rights or interests of statutory undertakers in respect of any apparatus located within the affected highway.
Prior to the commencement of development, the applicant should undertake comprehensive engagement with all relevant statutory undertakers (including utilities, telecoms, and infrastructure providers) to:
 - Identify any existing apparatus (e.g. cables, pipes, ducts, chambers) that may be affected by the proposed development or highway stopping up.
 - Determine whether any protective provisions, diversions, or relocations are required.
 - Secure any necessary wayleave agreements, easements, or consents to ensure continued access, maintenance, and operation of apparatus.The applicant should allow sufficient time for statutory undertakers to assess proposals, undertake necessary works, and issue formal approvals. Failure to address these requirements may result in delays to the development, enforcement action, or legal liability for damage or disruption to essential services. The Local Planning Authority may request evidence of such engagement and resolution prior to discharge of relevant conditions or commencement of works.
7. The applicant is further advised that where existing statutory undertaker apparatus is affected by the associated stopping up of highway land, temporary service diversions may be required to maintain continuity of supply and access during construction. Any such diversions should be planned and agreed in advance with the relevant undertakers, and implemented in accordance with their technical requirements and statutory obligations. Upon completion of the development, the applicant may be required to reinstate or permanently relocate apparatus to a suitable position, subject to the undertaker's approval and any necessary wayleave or easement agreements. The applicant is responsible for all costs associated with diversion, protection, and reinstatement works, and should ensure that sufficient time and budget are allocated to meet these obligations.
8. You are advised that the development hereby permitted requires you to dig up a road, pavement, or grass verge to install or replace service apparatus (gas pipes, electricity cables, sewers), or to place any equipment, materials in, on, above or abutting a highway requires you to have a licence. Further details are available on the BMBC website at: <https://www.barnsley.gov.uk/services/roads-travel-and-parking/road-licences/> or by contacting Streetworks@barnsley.gov.uk
9. 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.
10. 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.

11. 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.
12. No hoarding shall be erected on or within the extent of the public highway without the prior approval of the Local Highway Authority and the necessary licencing being obtained. Applications for licences can be made via:
<https://www.barnsley.gov.uk/services/roads-travel-and-parking/road-licences/licences-for-scaffolding-and-hoardings/>

The above objections, consideration and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family life, his home and his correspondence.

Appendix 1 – Illustrative landscape masterplan:

