
2021/1690

Applicant: South Yorkshire Mayoral Combined Authority (SYMCA)

Description: Widening of the A61 along Wakefield Road to deliver four traffic lanes including provision of new footways on the east side, pedestrian crossings, retaining structures at the back of footways and reconfiguration of accesses and car parks to the east

Site Address: A61 along Wakefield Road, Smithies, Barnsley

7no. letters of objection have been received.

Site Description

The application relates to a 400m section of Wakefield Road, part of the A61 corridor which links Barnsley with Wakefield and forms part of the Local Strategic Highway Network. This section of Wakefield Road includes the junctions with Smithies Lane and Carlton Road (B6132) to the North of Barnsley Town Centre. The road is currently 2-3 lanes including right filter lanes. At present there is a layby serving the bus stop heading northbound on Wakefield Road, but there is not one serving the bus stop on the south bound side heading towards Barnsley Town Centre which causes a blockage of the road on each occasion a bus is stationary to pick up passengers.

Along Wakefield Road to the South of the site are a mix of commercial units including a vet, a pet store, a takeaway restaurant with a drive through, trade sales units and car sales garages/forecourts. To the North of the site is a mixture of residential properties and commercial/industrial uses.

Background

The A61 route currently suffers from congestion, significant delay and journey time variation for buses and general traffic.

Arup undertook a feasibility study in 2017 to assess the impacts of a range of potential interventions along the A61 corridor in terms of improving journey times and traffic flow. This application follows the approval given by Members in October last year of application 2021/1660 for widening and improvement works to Old Mill Lane and the bridge over the River Dearne to include a new dedicated bus lane heading southbound towards Barnsley Town Centre.

Upgraded pedestrian footways would also aid sustainable travel modes including walking and cycling.

Proposed Development

The applicant seeks permission to widen the A61 at Wakefield Road south of Carlton Road and including its junction with Smithies Lane. The existing road currently comprises three traffic lanes including right turn filter lanes (i.e., one traffic lane in any direction), and a pedestrian footway on either side.

Wakefield Road would be widened by approximately 7.5m and the highway layout would be re-configured to provide four traffic lanes (two heading straight on along the A61 north and south and two considerably longer right turn lanes onto Carlton Road and Smithies Lane). Existing pedestrian paths would be retained on both sides of the road. The scheme retains two bus stops with the reconfigured layout including a new pull in at the bus stop on the south bound side making it easier for other vehicles overtake stationary buses heading in the direction of Barnsley Town Centre and it retaining the bus stop layby on the northbound side. The total new width for the road would increase to approximately 20m.

Retaining structures are required at the back of the footways. The development would result in the loss of 13 car parking spaces from the commercial use car parks to the south east to support the road expansion.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the 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 also now 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 and 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 Allocation: Local Strategic Road Network and Urban Fabric

Relevant policies are as follows:-

Policy LG1 The Location of Growth

Policy T1 Accessibility Priorities

Policy T4 New development and Transport Safety

Policy T5 Reducing the Impact of Road Travel

Policy SD1 Presumption in favour of Sustainable Development

Policy GD1 General Development

Policy GS2 Green Ways and Public Rights of Way

Policy D1 High Quality Design and Place Making.

Policy HE6 Archaeology

Policy Poll1 Pollution Control and Protection

Policy BIO1 Biodiversity and Geodiversity

Policy CC2 Sustainable Design and Construction

Policy CC3 Flood Risk

SPD's

Those of relevance to this application are as follows:

- Sustainable Travel
- Trees and Hedgerows
- Biodiversity & Geodiversity

NPPF

The National Planning Policy Framework 2021 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. Where proposals are in accordance with the development plan, permission should be granted without delay.

Paragraphs of particular relevance to this application include:

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

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

Para 100 – Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including national trails.

Para 105 - The planning system should actively manage patterns of growth. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

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

Para 174 – Planning policies and decisions should contribute to and enhance the natural and local environment.

Para 180 - When determining planning applications, local planning authorities should apply the following principles: [...]

d. development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

Consultations

Biodiversity – No objections subject to conditions and a S106 agreement to secure a contribution to ensure no net loss of biodiversity.

The Coal Authority – No objections subject to conditions

Drainage – No objections subject to condition

Highways – No objections subject to conditions

SYAS – No objection subject to a 2 part condition

SYMAS – No objection subject to condition

PROW – No objections subject to an informative

Regulatory Services – No objections subject to a condition

Yorkshire Water – No objections subject to conditions

Representations

Letters were sent to 105no. neighbouring properties, a site notice was erected within the area and a press notice was published in the Barnsley Chronicle. 7no. letters of objection have been received. The main points of concern are;

- Noise, disturbance and delays during construction
- Restriction of access to existing dwellings
- Negative impact on access to existing businesses
- Loss of land for neighbouring businesses/residents
- Businesses may have to relocate
- Proposed works would not address the current issues
- Impact the delivery of application 2019/1277 for 24 apartments and access alterations

Assessment

Principle of development

The Accessibility Priorities Diagram accompanying Policy T1 identifies Urban Barnsley within the Accessibility Improvement Zone (AIZ). The proposals are supported by modelling evidence which demonstrates that the development would improve sustainable transport and circulation in the AIZ and part of the core bus network. In particular, this would provide improved journey times, bus connections which are more reliable and would encourage more sustainable travel through walking and cycling. Accordingly, the development helps to achieve the accessibility priorities set out in Policy T1 of the Local Plan.

In terms of Local Plan policy T5 'Reducing the Impact of Road Travel' the scheme would provide improvements for a range of modes of travel and ensuring the road system is used more efficiently. In particular, the bus will become a more attractive option, supporting a transition from reliance on the private car and reducing the overall impact of road travel.

Highway's considerations

As outlined earlier in the report, the proposal stems from a feasibility study undertaken in 2017 to assess the impacts of a range of interventions along the A61 corridor, a strategic arterial route linking Barnsley to Wakefield and the M1 motorway. The overall aim of the proposal is to reduce congestion and delay and improve journey time reliability along this key route.

Transport modelling has been undertaken to identify resultant journey time benefits and a Transport Statement has been submitted in support of the application. In addition, as part of the submission and continued design refinement both Stage 1 and Stage 2 Road Safety Audits have been undertaken and reviewed by the Local Highway Authority.

The Transport Statement that has been submitted with the application is summarised below in terms of highway capacity and highway safety:

Highway Capacity / Scheme Impact Assessment:- The applicant seeks permission to widen the Wakefield Road (A61) carriageway between the Carlton Road and Smithies Lane junction to accommodate 4no traffic lanes including 2no right turn lanes. The scheme would also reconfigure some of the pedestrian crossings including replacing the straight-ahead pedestrian crossing at the Smithies Lane junction with a staggered crossing. Furthermore, the southbound carriageway side bus stop would be relocated in closer proximity to the Carlton Road junction and would include a pull in, which would make it easier for other vehicles to pass on the occasions that buses need to stop to pick up passengers. The scheme extent also includes approximately 100 metres of Smithies Lane to the West and alteration to 4no commercial accesses on the east side of the A61.

In terms of detail, the development would widen Wakefield Road by approximately 7.5m to the East. The resultant width of the road would increase to approximately 20 metres to accommodate the additional carriageway and replacement footway to the east of the road (with the existing footways to the west of the road retained). The proposal results in a loss of 13no parking spaces in the businesses to the east of Wakefield Road and includes some retaining structures to the back

of footway. The loss of the 13no parking spaces indicated (10 from the pet supplies shop and 4 from the KFC car park) would not be significant based upon the size of their existing car parks and would be outweighed by the benefits to the highway network.

The 2017 feasibility study assessed the impacts of a number of potential interventions along the A61 strategic route. This study included capacity enhancement and adjustments to signal controlled junctions at several locations, tested both in isolation and in combination to provide options which reflected the greatest benefit for improving journey times and enhanced flows for buses and general traffic. The first phase of the proposed corridor interventions was approved under application 2021/1660 which removes a major “pinch point” on the network by widening the highway including Old Mill Lane bridge from 3 lanes to 5 lanes including the provision of a dedicated bus lane. This scheme, Phase 2, has been developed to increase highway capacity on the A61 and improve the signal operation at the Smithies Lane and Carlton Road junctions in order to further achieve the aims of improving traffic flow, reducing congestion and delay and improve bus journey time reliability.

Transport modelling has been undertaken using a microsimulation model to identify the resultant journey time benefits and a Transport Statement has been submitted with the application providing the requisite information pertaining to scheme benefits. The performance of the scheme and local highway network was undertaken using the same microsimulation model used for the testing of the Old Mill Lane Bridge scheme previously approved under application 2021/1660. The extent of the model is Old Mill Lane and A61 to the south, Bar Lane and A61 Wakefield Road to the north Smithies Lane to the west and Laithes Lane and B6132 Carlton Road to the east. The model covers the two periods of greatest traffic impact i.e. weekday PM peak (16:30-17:30) and Saturday peak (12:15-13:15).

To assess the impact of the development on the performance of the highway network, model outputs were produced. This includes vehicle journey times for a number of routes (subpaths) through the model as well as system statistics outputs for the model as a whole. The results demonstrate that the proposed scheme leads to improved journey times along the assessed routes in both future years (2023 & 2040).

The flow statistics indicate a higher number of vehicles are able to pass through the modelled network as a result of the scheme and therefore the development would deliver improvements. Accordingly, the development would help to achieve the accessibility priorities set out in Policy T1 of the Local Plan.

Highway Safety:- The existing conditions of the local highway network have been examined within the Transport Assessment report, with a review of the scheme in context to overall site. The review concluded that it was considered that there are not any road safety concerns on the local highway network that are likely to be exacerbated by the scheme. Notwithstanding this review, the proposal shall be subject to the full independent Road Safety Audit process in accordance with the requirements of the relevant standards. A Stage 1 and 2 Road Safety Audit has been completed by independent Road Safety Auditors and agreed by the Local Highway Authority as part of the detailed design process. Further stages (Stage 3 and 4) of the Road Safety Audit process will be undertaken as part of the Highways S278 Agreement process (condition 10).

As such, in highways terms, the proposed development provides improvements to the capacity of the local highway network at this locality and network resilience for the future. Furthermore, there are no objections to the proposals in highway safety terms. Accordingly, the proposals are considered to comply with Local Plan policies T1, T3 and T5 subject to suitably worded conditions.

Residential Amenity

It is noted that there are some residential properties adjoining the site as well as an extant permission for 24no. apartments. However, the uses immediately adjacent to the proposed improvement works are generally more commercial in nature. In any case, the improvement works are not anticipated to generate additional traffic but to allow the existing traffic to flow through the area better, as such, arguably the proposed works would be of benefit to local residents and neighbouring land users, in accordance with Local Plan policy GD1.

The proposed development would require land from the approved apartment scheme and could impact its delivery as approved. However the applicants are dealing with the land acquisition process separately and any subsequent changes to the approved layout would need to be subject to a separate planning application at a later date. It should also be noted that the development for the 24no apartments was originally granted approval in 2009 (2008/1700) and the development is yet to come forward. Some minor works did start on site to implement the permission but that was many years ago.

Conditions would need to be imposed to limit noise and disturbance during construction during the construction period.

As a result of the comments above, the amenity of neighbouring residents and occupants would be maintained, in accordance with Local Plan Policy GD1.

Visual Amenity

As outlined above, the area to the South of the site is relatively commercial in nature and the area to the North is a mixture of residential and commercial. There have been similar road improvement schemes within the immediate area including to the south of the site at the junction between Wakefield Road, Old Mill Lane, Burton Road and Old Tannery Lane. In addition, members will recall the recent approval of a widening scheme under application 2021/1660 on the A61 adjacent to ASDA. This application is to work in conjunction with that permission, and the previous approvals, to improve the A61 corridor.

There are some areas of landscaping immediately adjacent to the back edges of pavements which would be impacted by the development, but a replanting scheme is proposed to mitigate the loss. The impact on biodiversity and trees will be explored further under the headings below.

As a result of the comments above, the visual amenity of the area would be maintained to an acceptable degree in accordance with Local Plan Policy D1.

Trees

An Arboricultural Report and Arboricultural Impact Assessment has been submitted alongside the application. The tree survey revealed 20 items of woody vegetation, comprised of 15 individual trees and 5 groups of trees or shrubs or hedges. All trees and groups on the site are retention category 'C'. The significant tree cover within the site consists of small boundary and adjacent groups of trees along the length of the road, mostly within parking areas and scrub land or in adjacent gardens.

As a result of the development 9 trees and one tree group will require removal as they are situated in the footprint of the development or their retention and protection throughout the development is not suitable.

The report concludes that due to the low value of the trees to be removed the removals would have only a negligible negative arboricultural impact. In addition, the trees selected for retention, as well as new planting, will provide an important element of green infrastructure. The proposed landscaping and the protection of the retained trees would be subject of suitably worded conditions.

Biodiversity

The application is accompanied by a Preliminary Ecological Appraisal and Biodiversity Net Gain Report and Metric. The habitats on site consist predominantly of hardstanding with small pockets of grassland, vegetation, hedgerows and trees. The report concludes that some areas of retention are possible, but where loss is unavoidable there should be mitigation through replanting. Landscaping and replanting is proposed to be secured via a suitably worded condition.

The Biodiversity Net Gain Metric and associated report submitted with the application indicate a loss of 1.17 Habitat Units and 0.7 hedgerow units, which equates to a total loss of 1.87 units. As such, the applicant would need to enter a Section 106 agreement with the Council to pay a tariff which would be used for appropriate off-site mitigation projects. The tariff is currently £25000 per unit, as such, the payment in this instance would equate to £46,750.

The Biodiversity Officer has raised no objections to the proposal subject to a S106 agreement and suitably worded conditions.

Coal Mining

The application site falls within the defined Development High Risk Area. The Coal Authority records indicate that within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application, specifically both actual and probable shallow coal mine workings. Coal Authority records also indicate the presence of five recorded mine entries within, or within 20m of (shafts and adits) the planning boundary.

The applicant has obtained appropriate and up-to-date coal mining information for the proposed development site. This information has been used to inform the Geotechnical and geo-environmental desk study (10 December 2021, prepared by Arup).

Based on this review of information obtained, the report confirms that site investigations are necessary to check for the presence of near surface coal workings and mine shafts and to inform any necessary remedial measures. These are proposed to be conditioned.

On the basis of the information submitted, and the professional opinions of the report authors, the Coal Authority and SYMAS have raised no objections to the proposed scheme subject to suitably worded conditions.

Drainage

The site is wholly in Flood Zone 1, an area at the lowest risk of flooding. The Council's Drainage Officer and Yorkshire Water have been consulted on the application and have raised no objections subject to suitably worded conditions relating to surface water and the protection of public sewerage infrastructure.

Air Quality

The site is not within an Air Quality Management Area. The proposed scheme would relieve congestion and the effect on local air quality is therefore not considered to be significant.

Archaeology

An archaeological desk-based assessment and monitoring of preliminary ground investigation works has been undertaken and accompanies the application. An assessment of the significance of any recorded heritage assets within a 500m zone has been undertaken, together with an assessment of any potential impacts.

The desk-based assessment established that there is potential for buried archaeological features of interest to be encountered during the proposed works. As such, given the potential archaeological implications South Yorkshire Archaeological Service (SYAS) have not raised objections to the proposal, but have requested a suitably worded condition requiring the submission and approval of a Written Scheme of Investigation (WSI).

Public Rights of Way

Public footpath no. 58 meets the pavement / footway on the western side of the proposed development area and would not be directed affected by the plans. As such, the Council's Public

Rights of Way Team have not raised any objections to the scheme, subject to an informative regarding any temporary closures required.

Summary

The Accessibility Priorities Diagram accompanying Policy T1 identifies Urban Barnsley within the Accessibility Improvement Zone (AIZ). The proposals are supported by modelling evidence which demonstrates that the development would improve sustainable transport and circulation in the AIZ and part of the core bus network. In particular, this would provide improved journey times, bus connections which are more reliable and would encourage more sustainable travel through walking and cycling. Accordingly, the development helps to achieve the accessibility priorities set out in Policy T1 of the recently adopted Local Plan.

In terms of Local Plan Policy T5 'Reducing the Impact of Road Travel' the development would put measures in place to enable the road system to be used more efficiently, providing sustainability benefits to a range of road users and associated benefits on the local environment. In particular, the bus would become a more attractive option, supporting a transition from reliance on the private car and reducing the overall impact of road travel.

Policy LG2 encourages development in Urban Barnsley as the main focus for housing, employment, shopping, health, leisure, business and public services in the region. The A61 currently forms a key route connecting Barnsley Town Centre south to Wakefield and north to the M1. The proposals would help address existing traffic congestion issues along this section of highway following the advice of paragraph 105 of the NPPF which states the planning system should actively manage patterns of growth. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

The application is also considered acceptable in relation to the other considerations set out in the assessment section of the report including visual and residential amenity, drainage, coal mining risk, Air Quality, Archaeology and the relationship with the adjacent Public Right of Way subject to appropriately worded conditions.

It is acknowledged that the development would result in the loss of some vegetation and habitat. However, the value of that has been established to be low (category C) and the Planning Ecologist is content that this can be compensated for via the payment of a commuted sum of £46,750 to pay for off site enhancements to arrive at a position of no net loss.

Based upon the above the proposals are in compliance with the development plan meaning that the presumption in favour of sustainable development set out in Local Plan policy SD1 and in paragraph 11 is considered to apply. In such circumstances proposals that accord with an up to date development plan should be approved without delay. The recommendation is therefore to approve the application subject to the conditions listed below.

Recommendation

Grant subject to a S106 agreement (compensation to ensure no net loss of biodiversity) and conditions

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

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

2. The development hereby approved shall be carried out strictly in accordance with the plans (Nos A61-ARUP-GY-XX-SK-CH-00021(1), A61-ARUP-GY-XX-SK-CH-0025(2), A61-ARUP-GY-XX-SK-CH-0026(1), A61-ARUP-GY-XX-SK-CH-0027 & A61-ARUP-XX-XX-RP-CG-0001 LR) and specifications as approved unless required by any other conditions in this permission.

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

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

Reason: To ensure the proper drainage of the area

4. 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

5. No construction works in the relevant area(s) of the site shall commence until measures to protect the public sewerage infrastructure that is laid within the site boundary have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times.

Reason: In the interest of public health and maintaining the public sewer network

6. No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation in situ of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

Part B (pre-occupation/use)

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed.

Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.

7. No development shall take place until a survey of the condition of the adopted highway condition to be used by construction traffic has been submitted to and approved in writing by the LPA. The extent of the area to be surveyed must be agreed by the LHA prior to the survey being undertaken. The survey must consist of:
 - A plan to a scale of 1:1250 showing the location of all defects identified
 - A written and photographic record of all defects with the corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of survey.

On completion of the development, a second condition survey of the adopted highway shall be carried out to identify defects attributable to the traffic associated with the development. It shall be submitted for the written approval of the Local Planning Authority. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process is identified and subsequently remedied at the expense of the developer in interests of highway safety and in accordance with Local Plan Policy T4

8. No construction works shall commence until a phasing plan and arrangements have been submitted to and agreed in writing with the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details and timescales.

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

9. No construction 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:

Working times

The parking of vehicles of site operatives and visitors

Routing of and means of access for construction traffic

Identification of agreed access point

Contractors method for controlling construction traffic, adherence to routes and temporary signage.

Loading and unloading of plant and materials

Storage of plant and materials used in constructing the development

The erection and maintenance of security hoarding

Measures to control mud and dust being transferred to the public highway

Measures to protect the watercourse within and close to the site

Reason: In the interests of highway safety, in accordance with Local Plan policy T4

10. Prior to any works commencing on site full details shall be submitted to and approved in writing by the Local Planning Authority that secure the following works:

Full highway engineering construction details

Provision of / any alterations to highway drainage

Provision of / any alterations to street lighting

Any necessary signing / lining details

Any necessary resurfacing / reconstruction

Measures to prevent/control parking and loading

Provision of / any alterations to bus stops

Signal controlled pedestrian crossing and signal controls

The works shall subsequently be constructed in accordance with the approved details and timetable to be submitted to and approved in writing by the Local Planning Authority.

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

11. 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 wellbeing of the trees in the interests of the amenity of the locality.

12. 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 in the first planting season following the completion of the works

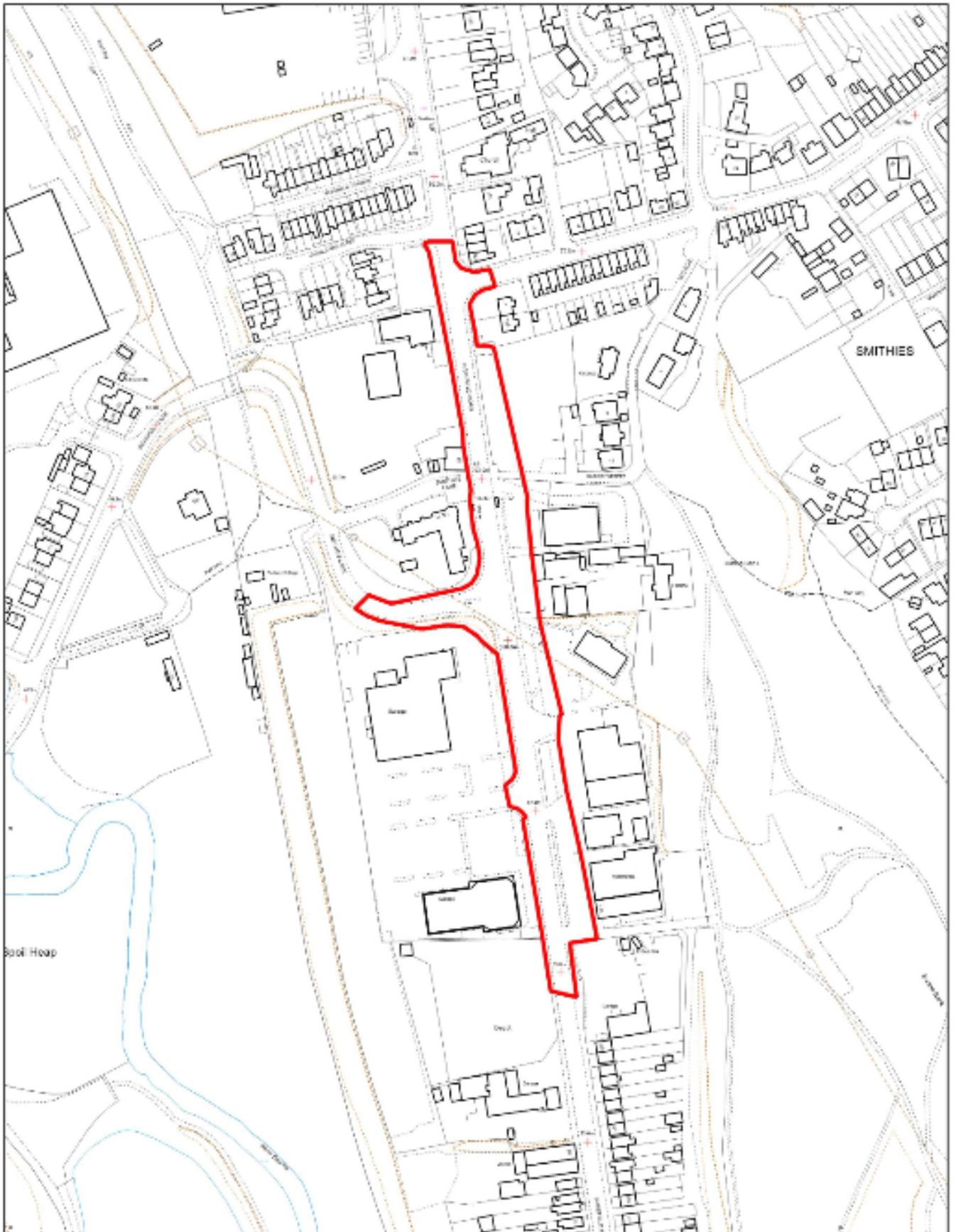
Reason: In the interests of the visual amenities of the locality.

13. The development shall be completed in strict accordance with the recommendations in Section 5 of the Preliminary Ecological Appraisal Report (File Reference 0-15-08) and the Biodiversity Net Gain Assessment Report. The recommendations shall be implemented in full according to the timescales laid out in the recommendations.

Reason: In accordance with Local Plan Policy BIO1 'Biodiversity and Geodiversity'.

14. The development shall be carried out in accordance with the following biodiversity mitigation measures. The measures listed below shall be implemented in full throughout the construction period.
 - a. Site clearance and construction shall be carried out to ensure minimal impacts to species. Therefore a precautionary method of working with regards to small mammals and badger will be adhered to at all times. All excavations will be covered and exposes pipes will capped off at night to prevent animals entering and becoming trapped.

Reason: In accordance with Local Plan Policy BIO1 'Biodiversity and Geodiversity'.



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BARNSLEY MBC - Regeneration & Property



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