

---

**2016/0764**

Brookfield Consultant Ltd and New Dawn Healthcare Group Ltd  
Erection of a hospital for the provision of child and adolescent mental health services CAMHS  
(Outline) (Departure from UDP)  
Land at Highroyd Lane, Shortwood Business Park, Hoyland, Barnsley, S74 9NW

---

4 Letters of objection received

**Site Location and Description**

The site forms the north eastern quarter of the Shortwood Business Park and extends approximately 4.25 hectares. It has frontages onto High Royd Lane to the east, Stockwith Lane to the south and Shortwood Way to the west. A dismantled railway line, which acts as a footpath, lies close to its northern boundary. The footpath is surrounded by trees.

Levels vary markedly across the site. They reduce from their highest point in the south - east to their lowest point in the north - east where the site borders the railway.

There is a residential complex to the east and properties (Shortwood Villas) to the west of the site, industrial/commercial buildings are located over the Southern boundary and open countryside to the north. The site is accessed, via a roundabout junction, off the Dearne Valley Parkway (A6159).

**Background**

Yorkshire and the surrounding area of Lincolnshire and North Nottinghamshire have a history of underinvestment in mental health provision across several specialist groups, but in particular Tier 4 CAMHS.

Therefore, there is a significant need and demand for additional specialist mental health services for children and young people in both Yorkshire and the East Midlands.

The function of the facilities to be provided at the proposed hospital is to accommodate children and adolescents with a mental illness including individuals with Autistic Spectrum Disorders who have specific difficulties with regard to communication, imagination and social skills. In recent years understanding of the nature of these problems has greatly increased, together with the potential for assisting those affected. At the same time, rates of diagnosis have increased tenfold between the 1970s and 1990s.

The proposed CAMHS Hospital meets a regional and national identified need for services for individuals across the country whose needs are complicated by additional learning, sensory or other disabilities. This supra-regional service is required because there is no existing service that can adequately meet the needs of this group, with the result that individuals are subject to regular moves between services, which only exacerbates their problems.

**Site History**

Outline planning permission was granted in July 2007 for the erection of an independent autism hospital (BMBC Ref: 2007/0760). All matters save for details of access were reserved. In April 2008 an application to agree the remaining reserved matters was approved (BMBC Ref: 2008/0157).

In September 2011 (BMBC Ref: 2011/0695) permission was granted to remove condition 19 of the outline permission in order to expand the remit of the hospital to provide Child and Adolescent Mental Health Services (CAMHS). The use of the hospital was limited to the provision of CAMHS with a legal agreement.

In December 2011 (BMBC Ref: 2011/1200) permission was granted to erect a hospital which had specifically been designed to provide CAMHS. The approved development comprises of six self-contained residential blocks, containing 104 bedrooms in total, arranged around an activity/resource hub and an office building. A visitor and staff car park is shown to the front of the site with an access off Shortwood Way. Directly behind this car park, but on a lower level, is a servicing and delivery area.

In 2012 (BMBC Ref: 2012/0710) permission was granted to erect an energy centre/plant building *within* the servicing and delivery area comprising of a plant room to house boilers and a gas fired combined heat and power system (CHP), along with a maintenance workshop.

In December 2012 (BMBC Ref: 2012/0776) Permission was granted for a minor material amendment to application 2011/1200 (Erection of a hospital for the provision of Child and Adolescent Mental Health Services (CAMHS)) including alterations to the site layout to facilitate the retention of trees and to the design of the buildings to allow the scheme to comply with the Building Regulations.

## **Proposal**

The proposal is to provide generic acute mental health units for young people with conditions such as Depression, Bipolar Disorder, Psychosis, Eating Disorders, Complex PTSD / Severe Self-harm and complex neurodevelopmental presentations including ADHD (Attention Deficit Hyperactivity Disorder) and ASC (Autism Spectrum Condition).

The application is in outline form with access, appearance, layout and scale all to be considered, only landscaping would be a reserved matter. The proposal is identical to the last approval (Ref: 2012/0776) with 7no individual buildings arranged around a central activity hub. The total floorspace proposed is circa 6,500m<sup>2</sup>.

The majority of the parking (95 spaces in total) would be provided to the South West of the site with vehicular access taken directly off Shortwood Way. An energy centre is also located within the area of the proposed car park.

Extensive landscaping would be retained or provided to the majority of the site boundaries.

## **Policy Context**

Planning decision 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 development plan consists of the Core Strategy and saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The Council has produced the Publication Consultation Document of the Local Plan. It establishes policies and proposals for the development and use of land up to the year 2033. The document is a material consideration and represents a further stage forward in the progression towards adoption of the Local Plan. As such increasing weight can be given to the policies contained within the document although this is still limited by the need to consider any comments received during the consultation and with the knowledge that the Inspector can require changes to the plan.

## **Core Strategy**

CSP 1 - Climate Change  
CSP 2 - Sustainable Construction  
CSP 3 - Sustainable Drainage Systems (SuDS)  
CSP 4 - Flood Risk  
CSP 19 - Protecting Existing Employment Land  
CSP 25 - New Development and Sustainable Travel  
CSP 26 - New Development and Highway Improvement  
CSP 29 - Design  
CSP 34 - Protection of Green Belt  
CSP 36 - Biodiversity and Geodiversity  
CSP 40 - Pollution Control and Protection  
CSP43 - Educational Facilities and Community Uses

## **Saved UDP policies**

ED4 – Economic Development and Residential Amenity

## **SPD**

The SPD's entitled Parking and Residential Amenity and the Siting of buildings are relevant. The Parking SPD details the number of car parking spaces expected for different types of uses. The Residential Amenity SPD sets out the design principles that will apply to planning applications for non - residential buildings in proximity to existing residential properties including minimum separation standards.

## **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. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Chapter 7 of this document, paragraphs 63 and 64 are relevant. These state that weight should be given to developments which are of a high design quality.

## **Consultation responses**

Enterprising Barnsley – support the scheme  
Dearne and Dove I.D.B – No objections  
Police ALO – No objections in principle subject to SBD principles & CCTV  
Highway DC – No objections subject to conditions  
Policy – No objection given site history  
Contaminated Land Officer – No comments but no objection to previous scheme  
Tree Officer – No objections subject to conditions  
Ecology – Requested further info. but approval previously granted  
Drainage – No objections subject to conditions

## **Representations**

Occupiers of the dwellings and other buildings which surround the site were consulted on the application by letter and a site notice was erected on Shortwood Way. As a result of the consultation 4no. letters of objection have been received. The main points of concern are as follows;

- Quantity and quality of the landscaping
- Visual impact of the buildings
- Impact of external lighting during hours of darkness
- Increased traffic on surrounding road network
- Increased noise and disturbance
- Pressure on parking
- Increase in crime and reduced security
- Negative impact on wildlife

## **Assessment**

### Principle

The principle of the development was established by the decisions made on applications 2007/0760, 2011/0695 and 2012/0766 which are referenced above. The justifications for those permissions, which in effect allow a CAMHS use, on land allocated principally for B1, B2 and B8 use, are that there is a recognized need for the facility, that there are no other suitably sized sites for the development in the area and that the development will create in excess of 300 jobs.

As a consequence of this special justification, it is considered necessary to again limit the use of the hospital to the provision of CAMHS. The most appropriate vehicle for this is with a planning condition and accordingly such a condition would be attached to any future grant of planning permission.

It is noted however that since the original 2007 approval was made, proposals for new community facilities, such as hospitals, are now encouraged and supported by the NPPF and Barnsley Core Strategy Policy CSP 43. These policies lend further support to the principle of the scheme. Notwithstanding the above it is also necessary to assess whether the hospital proposed will continue to sit comfortably with the adjoining land uses, is acceptable in design terms and will not adversely affect highway safety. These issues are discussed below.

### Residential Amenity

The various buildings which form the hospital will occupy a central position on the site. The buildings will be screened from view of the surrounding dwellings by the proposed/existing landscaped buffers and physically separated from them by highway. This combination of distance, screening and physical separation will help to ensure that the development does not give rise to any privacy issues or lead to any overbearing effects. These factors will also help to lessen any harm which may arise from the proposed use of the site, such as noise and disturbance associated with vehicles entering and leaving the site, glare from any internal/external lighting or noise from activities taking place within the hospital grounds. The proposal therefore complies with Policy ED2.

Regard should be had to the fact that the site forms part of larger area of land allocated for employment use. It is considered that the use proposed could have significantly less impact on the amenities of the occupiers of the surrounding dwellings than traditional employment uses, which generally fall within Classes B1, B2 and B8 of the Use Classes Order, as it will generate much less traffic and less noise.

There is concern due to the proximity of the site to the adjoining industrial developments and also the A6159, that the end users of the hospital may be affected by noise and disturbance from activities associated with the industrial developments and also from traffic. However, the noise assessments state that the fabric of the buildings and the boundary vegetation will ensure that noise within the hospital and its grounds will be within acceptable parameters.

It is noted that the majority of the proposed parking and manoeuvring areas would be located to the South West of the site at the furthest point from the residential properties. As such, noise and disturbance from vehicle movements would be kept to a minimum on the boundaries shared with the residential dwellings.

### Design and Layout

There are no objections to either the design of the buildings or the general layout of the site, especially as the proposal is identical to the previous approval which was assessed under currently adopted policies. The proposal therefore complies with the NPPF and Core Strategy Policy CSP 29. The buildings are considered superior in design terms to conventional industrial buildings and those elsewhere on the existing business park. The proposed external materials, consisting principally of brick work and composite cladding, are considered sufficiently high quality.

The general layout of the site, as was previously the case, has to a large extent been dictated by the end use. It incorporates significant areas of landscaping comprising of woodland, amenity grass and wildflower meadow. The idea being that these will combined to create a safe and private environment, with clear physical boundaries as required by the end user group. It is considered that the scheme will achieve the desired end.

Although the car park will occupy a very prominent position towards the front of the site, the landscaping scheme will extend into this area and in particular along the site frontage, which will help to soften it and tie the whole of the site together.

Policy CSP 5 requires that all developments of a certain size incorporate decentralized, renewable or non-carbon energy sources in order to reduce their carbon footprints by at least 15%. The applicant is currently investigating ways to achieve this end and therefore full details of such provisions are requested by condition. Furthermore, there is an Energy Centre proposed to the South West of the site.

### Visual Amenity

As the site is located on the edge of the Green Belt it is necessary to assess its visual impact on the landscape and in particular its impact on openness. Due to the current differences in levels across the site a significant amount of 'cut and fill' will be necessary to create a level platform on which the various buildings will sit. The changes to the site levels that will accrue from these works will help the development nestle into the landscape which in turn will help to reduce its overall prominence and therefore impact on the Green Belt. The developments impact will be further reduced by the extensive site landscaping and the relatively neutral palette of materials proposed. The proposal does not therefore conflict with Policy CSP 34.

Furthermore, the building would not be seen in isolation as it would be viewed in the context of the immediately adjacent business units. As such, it would not result in an over dominant or visually intrusive feature on the landscape.

### Highway Safety

Highways DC raise no objections to the proposal given the history of the site and the fact the layout is identical to the previous approval. They consider that a sufficient number of car, cycle and disability spaces will be provided within the boundaries of the site to serve the development.

Furthermore they agree with the conclusions contained in the Transport Statement which state that the development will not have any significant adverse effects on the local highway network on the basis the trips generated by the use will be staggered throughout the day. The proposal is therefore consistent with Policy CSP 26.

It is recognised that the site is not in a particularly sustainable location. It is not on a bus route or close to a train station. Nor is the cycling or walking infrastructure sufficiently developed or connected up to the adjoining residential areas. Therefore, to help reduce the number of trips which will be made to the site by car, in accordance with the NPPF and Policy CSP 26, the applicant has submitted a Travel Plan. Car sharing is supported and encouraged, along with cycling and walking. This approach is supported by Transportation and SYPTTE.

A condition is recommended however which binds the applicant to the terms of the plan to ensure that the aims of Policy CSP 25 & 26 are achieved.

It should also be acknowledged that since the previous approvals there are works ongoing to improve and amend the roundabout serving junction 36 of the M1 which should improve traffic flow and waiting times at that point which will be of benefit to the site. There are also new units being built within walking distance of the site including a pub and restaurants which could serve the staff and users of the site.

### Flood Risk

The site area exceeds 1 Ha, and therefore the applicant was required to produce a FRA in accordance with PPS25 and Barnsley LDF Core Strategy Policy CSP4 to ensure that the proposed development can be suitably drained and does not pose a flood risk to itself or to the surrounding landowners.

The FRA explains that as the site is located in Flood Zone 1, which has the lowest probability of flooding, the end use of the site is appropriate. The FRA concludes development of the site will be possible with careful consideration of the surface water and foul drainage issues and may successfully be able to incorporate SUDS as required by Policy CSP 3. A condition is recommended by the Councils Drainage Engineer requesting the appropriate details, this approach was previously supported by the EA.

### Trees

Most of the existing vegetation, which includes some small, low quality trees, will be cleared from the site to facilitate the development. None of this vegetation or indeed the trees are significant and therefore there is no objection to their loss, especially given the layout is inline with the previous approval.

The Tree Officer is keen, however, to ensure that the trees which lie close to the northern boundary of the site and form the periphery of the railway woodland are not harmed by the development and accordingly requests that full details of measures to protect these trees are submitted prior to the commencement of any works on the site.

### Employment

Whilst it is acknowledged that some specialist recruitment will need to take place outside the area, the proposal will generate several hundred jobs at all levels through to senior professional and managerial. There will be opportunities for new entrants to the sector to train and progress through a career structure. In the longer term, the facility will provide an opportunity for local training, the acquisition of specialist skills and will assist in the diversification of the local workforce.

It is suggested that the Company will develop links with Enterprising Barnsley to ensure the adoption of a coordinated approach to recruitment and training initiatives.

### Contaminated Land

A contamination report has been submitted to support the application. Although this identifies that the risks posed by ground contamination are low, it does identify elevated mine gas levels on the site and accordingly recommends that gas protection measures are incorporated into the design of the development, and in particular the design of the foundations. The Contaminated Land Officer requests a condition which requires that full details of the proposed mine gas mitigation measures are submitted for approval prior to the commencement of development.

### Security

This is quite a substantial development with a number of separate buildings within the site. The Police Architectural Liaison Officer has been consulted on the application and has recommended that the site be constructed using the secured by design principles and physical security recommendations.

The applicants are well versed with this type of facility with related projects across the country. As such, they are well placed to provide a secure facility for both patients, visitors and local residents/users.

The Landscape masterplan provided with the application shows that the site would be enclosed by a 2.4m high anti-climb weldmesh fence. In order to soften the fence, it would not be built on the site boundary but set in to allow existing perimeter vegetation to be maintained and new landscaping introduced. The access road through the site would also be secured by 2.4m high gates and has only one point of entry/exit. The main carpark would remain outside of the perimeter fence. Adjacent to the access route through the site and the car park vehicle crash barriers are also proposed to add further protection.

### Conclusion

The development comprising a hospital providing CAMHS on allocated employment land is supported by historical permissions on the basis that it will meet an identified need and will create a significant number of jobs in the Borough. Furthermore it is not considered that the development will give rise to any residential amenity, visual amenity or highway safety concerns. Overall therefore the proposal complies with all the relevant local and national policies and is recommended for approval, subject to the imposition of appropriate planning conditions.

### **Recommendation**

**Grant** subject to:-

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

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

(a) landscaping

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

3 The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved (outlined below) unless required by any other conditions in this permission.

- (PL)01
- (PL)02
- (2-)02
- (2-)03
- (9-)04
- (2-)04
- (2-)05
- (2-)06
- (2-)07
- (2-)08
- (2-)09
- (2-)10
- (2-)11
- (2-)12
- (2-)13
- (2-)14
- (2-)15
- (2-)16
- (2-)17
- (2-)18
- (2-)19
- L2.390.0

**Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.**

4 The premises shall be used as a hospital for the provision of Child and Adolescent Mental Health Services and no other purpose, including any other purposes within Use Class C2 of the Town and Country Planning Act Use Classes Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

**Reason: The site is allocated employment land and the proposal is only acceptable on the basis of the applicant's specific circumstances.**



- 5 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:
- A) Reinstatement of junction markings on Stockwith Lane:
  - B) Provision of a signing strategy and all necessary signing and lining on the surrounding highway network
  - C) Tactile crossings at all accesses and on Stockwith Lane.
  - D) Provision of new street lighting schemes/ upgrading of existing street lighting scheme from A619 to access to site.
  - F) Making up of access road to adoptable standard.
  - G) Any necessary amendments to drainage.
- The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.
- Reason: In the interests of highway safety and the free flow of traffic, in accordance with Barnsley LDF Core Strategy Policy CSP 26, New Development and Highway Improvement.**
- 6 Prior to commencement of development a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. Within 28 days of completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developers expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.
- Reason: In the interest of highway safety and in accordance with Barnsley LDF Core Strategy Policy CSP 26, New Development and Highway Improvement.**
- 7 Prior to the occupation of the development a draft Travel Plan (to expand on the submitted travel plan - Ref: 162D/June 2016) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate measures that will be put in place to encourage travel by modes other than the private car, and allow for regular reporting and monitoring to be undertaken. Subsequently, within six months of the site becoming operational, a detailed travel plan shall be submitted to the Local Planning Authority and once approved, it shall be fully implemented and retained as such thereafter.
- Reason: In the interest of promoting use of public transport, in accordance with Core Strategy Policy CSP 25.**
- 8 No development shall take place until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- The parking of vehicles of site operatives and visitors
  - Means of access for construction traffic
  - Loading and unloading of plant and materials
  - Storage of plant and materials used in constructing the development
  - Wheel washing facilities
  - Measures to control the emission of dust and dirt during construction
  - Measures to control noise levels during construction
  - A scheme for recycling/disposing of waste resulting from demolition and construction works.
- Reason: In the interests of highway safety and residential amenity and in accordance with Barnsley LDF Core Strategy Policies CSP 40, Pollution Control and Protection and CSP 26, New Development and Highway Improvement.**

- 9 No development shall occur until a scheme, endorsed by a competent, professional person experienced in Building Surveying, showing the foundation design has been submitted to, and approved in writing by, the Local Planning Authority. Such scheme shall clearly demonstrate the gas protection measures through scaled technical drawings, the foundation design and provision of a measure to ensure that the development is not affected by the ingress of gas. The development shall thereafter be undertaken in complete accordance with the approved details.  
**Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, in accordance with Barnsley LDF Core Strategy Policy CSP 40, Pollution Control and Protection.**
- 10 Prior to occupation of the building full details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the location, orientation, angle and luminance of the lighting. The approved details shall be implemented prior to occupation of the building and retained as such thereafter.  
**Reason: To protect the amenity of existing and future occupiers from glare and/or nuisance light, in accordance with Barnsley LDF Core Strategy Policy CSP 40, Pollution Control and Protection.**
- 11 No development shall take place until full foul and surface water drainage details, including a scheme to retain existing Greenfield run-off rates, and a programme of works for implementation, 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.  
**Reason: To ensure proper drainage of the area and in accordance with Barnsley LDF Core Strategy Policies CSP 3, Sustainable Drainage Systems and CSP 4, Flood Risk.**
- 12 No building or other obstruction shall be located over or within 3.0 (three) metres either side of the centre line of the sewers, which cross the site.  
**Reason: In order to allow sufficient access for maintenance and repair work at all times.**
- 13 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.  
**Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.**
- 14 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.  
**Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.**
- 15 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 hard landscaping details shall be implemented prior to the occupation of the buildings.  
**Reason: In the interests of the visual amenities of the locality and in accordance with Barnsley LDF Core Strategy Policy CSP 29, Design.**

- 16 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other of similar size and species. The approved hard landscaping details shall be implemented prior to the occupation of the building.

**Reason: In the interests of the visual amenities of the locality and in accordance with Barnsley LDF Core Strategy Policy CSP 29, Design.**

- 17 No development or other operations being undertaken on site shall take place until the following documents in accordance with BS 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.**

- 18 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas for a minimum of 5 years, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved details.

**Reason: In the interests of the visual amenities of the locality and in accordance with Barnsley LDF Core Strategy Policy CSP 29, Design.**

- 19 Prior to commencement of development, details of a scheme to reduce the developments carbon dioxide emissions by at least 15% by using decentralised, renewable or low carbon energy sources or other appropriate design measures shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and upon completion of the development a report shall be submitted to and approved by the Local Planning Authority demonstrating that at least a 15% reduction in carbon dioxide emissions has been achieved. In the event that the use of other decentralised, renewable or low carbon energy sources or other appropriate design measures are also required to achieve a 15% reduction in carbon dioxide emissions, full details of such proposals and a timetable for their implementation shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The approved details shall be implemented in accordance with the approved timetable and all the approved measures shall be retained as operational thereafter.

**Reason: In the interest of sustainable development, in accordance with Core Strategy policy CSP5.**

- 20 Prior to the commencement of development plans to show the following levels shall be submitted to and approved by the Local Planning Authority:
- finished floor levels of all buildings and structures;
  - road levels;
  - existing and finished ground levels.

Thereafter the development shall proceed in accordance with the approved details.

**Reason: To enable the impact arising from need for any changes in level to be assessed and in accordance with Barnsley LDF Core Strategy Policy CSP 29, Design.**

- 21 The proposed development shall achieve BREEAM standard of 'very good' or equivalent. Upon completion of the development, an energy performance certificate shall be provided to the Local Planning Authority demonstrating that the required standard has been achieved and the measures provided to achieve the standard shall be retained as operational thereafter.

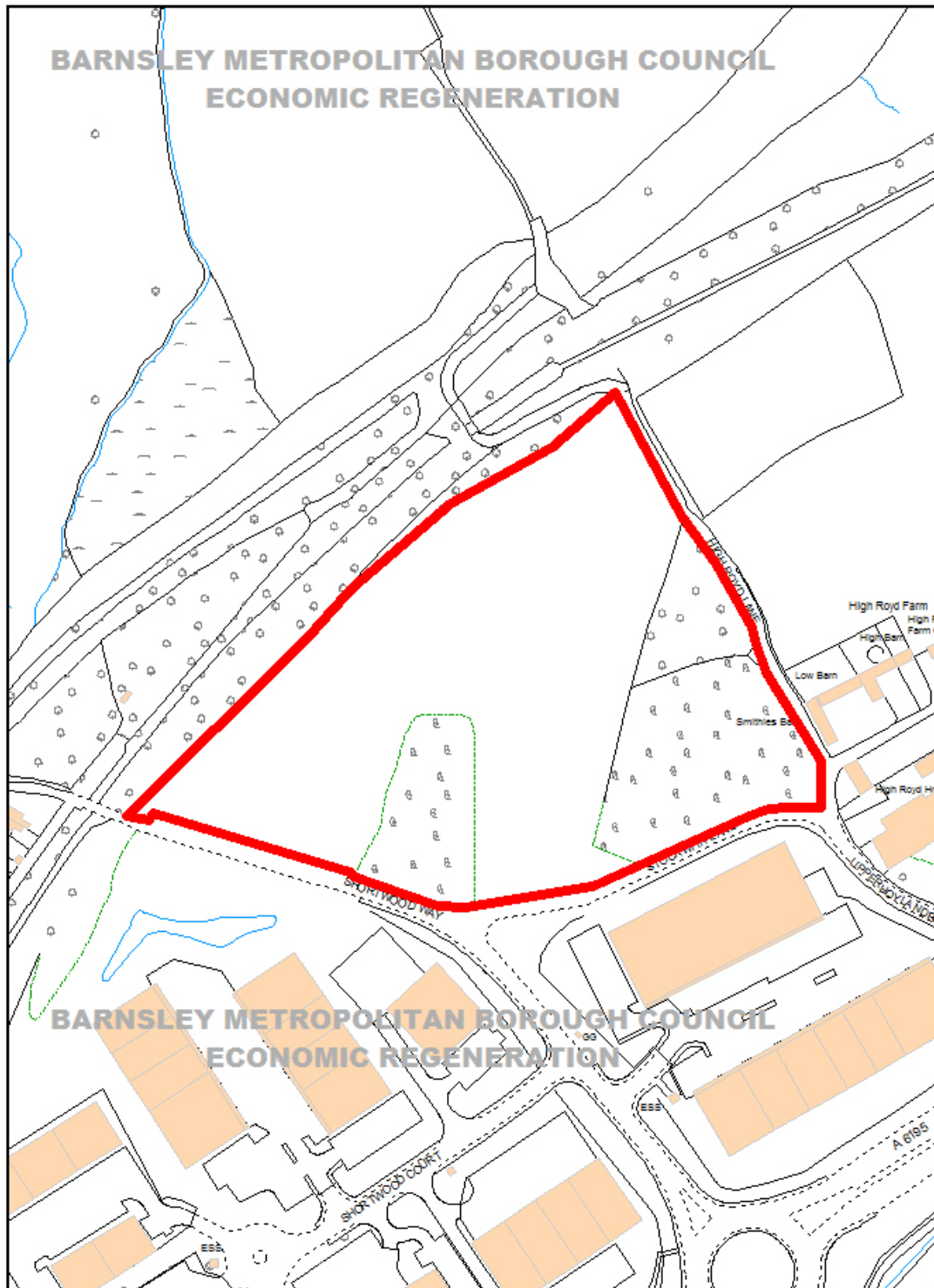
**Reason: In the interest of sustainable development, in accordance with Core Strategy Policy CSP2.**

PA reference :-

2016/0764

Barnsley MBC Licence Number 100022264, 2014

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.



**BARNESLEY MBC - Economic Regeneration**

Service Director: David Shepherd  
Westgate Plaza One, Westgate,  
Barnsley S70 9FD  
Tel: 01226 772621



Scale 1:2500