
2018/0864

Applicant: Mr Simon Peters C/o Spawforths

Description: Development of the site for employment uses within use classes B1 (B) Research and Development, B1(C) Light Industrial, B2 General Industrial and B8 Storage and Distribution with ancillary offices 9,180m² GEA and associated access, parking and circulation areas, infrastructure and landscaping (Outline with all matters reserved).

Site Address: Ashroyd Business Park, Ashroyds Way, Platts Common, Barnsley, S74 9SB

Site Description

The application site comprises of a vacant development plot at Ashroyd Business Park, which is located off Ashroyds Way and Ryecroft Bank in the Platts Common part of Hoyland, south of the A6195 Dearne Valley Parkway.

The business park is relatively well established with a number of recent buildings being constructed and businesses now operating there following on from the planning permission granted in 1999 and the now expired Ashroyd and Shortwood Local Development Order. Roads and other infrastructure systems are in place and plateaus to create ready-made development plots. The site is known as plot 3 and forms the Southwest segment of Ashroyd Business Park.

The site is approximately 2.7 ha in area. It is located in the southern area of the business park. The business park connects with the A6195 Dearne Valley Parkway via Ryecroft Bank which provides direct access to J36 of the M1 Motorway.

The site is a relatively flat with an access road having already been constructed to connect with the north east corner at the site entrance from Ashroyds Way, the internal industrial estate road. The roads have been created to provide appropriate access for a range of vehicles as befits a business park location.

To the south and west is a residential area set at a higher level than the site, behind semi-mature landscaping. There are also public rights of way bordering the site to the west and south. To the north and east are buildings connected with the existing business park.

Proposed Development

Outline planning permission is sought to develop Plot 3 for employment uses (B1b, B1c B2 and B8). All matters are reserved. However a parameters plan has been submitted which sets out the maximum amount of development that would be sought for the site.

The site area is approximately 2.77 hectares and a maximum GEA floorspace of 9,180m² is sought. The applicant has put forward two options for an indicative layout at this stage which are described in detail below. The maximum ridge height of any unit would be 20m based on an underside of haunch height of 12m and with a 6 degree roof pitch, in keeping with existing permitted units including those recently granted permission on Plot 5, under application reference number: 2018/0420.

Other parameters include details of the developable area, a site access zone, identifying the possible access points in the site from the internal estate road and existing areas of landscaping around the periphery of the site which will be retained. Proposed landscaping

would be introduced along the Eastern boundary to create an appropriate edge and boundary to the access road whilst effectively integrating the plot 3 development into the wider Ashroyd business park context.

The precise occupancy for plot 3 is not known at this stage, accordingly 2 indicative scheme options are proposed in order to allow for future flexibility and to assist in sourcing future tenant demand. The two options are:

Option A – multiple units:

Four units with a total of 8,297 sqm gross internal area (GIA) consisting of:

- Unit 3A 1,487sqm GIA ground floor plus 111sqm first floor offices, 19no. parking spaces (inc 1no. disabled)
- Unit 3B 2,323sqm GIA ground floor plus 158sqm first floor offices, 33no. parking spaces (inc 2no. disabled)
- Unit 3C 2,044sqm GIA ground floor plus 158sqm first floor offices, 28no. parking spaces (inc 2no. disabled)
- Unit 3D 1,858sqm GIA ground floor plus 158sqm first floor offices, 24no. parking spaces (inc 2no. disabled)

A major design consideration with regards to this indicative layout is the existing residential areas adjacent to the southern and western boundaries of the site and how these relate to the locations of the new service yards, which will generate an element of noise. The indicative design therefore proposes the service yards to be screened by the buildings themselves, thereby adopting a natural acoustic screening strategy. This design concept also provides an efficient layout in terms of the use of the space by keeping the length of the internal spine road to a minimum which is also beneficial both financially and environmentally.

Option B – Single Unit consisting of:

- 8,361sqm GIA ground floor plus 418sqm first floor offices, 120no. car parking spaces (including 5no. disabled)

As with option A, a major design consideration with regards to the indicative layout is the existing residential areas adjacent to the southern and western boundaries of the site and how these relate to the location of the new service yard. In this case the best design solution for the single unit option was for the service yard to be located in the north east corner of the site, furthest away from the residential areas, the building providing natural acoustic screening.

The precise details of scale layout landscaping and access would be the subject of a future reserved matters application.

The application has been accompanied by a suite of supporting documents including drainage strategy, interim travel plan geo-environmental report, coal mining risk assessment, transport assessment, noise impact assessment, and ecology report.

The development is expected to lead to the creation of construction jobs (FTE) during the build period and up to 244 full time jobs.

History

B/99/0342/HN Construction of infrastructure to site including roads, plateaus drainage, services and landscaping. Granted 25.05.1999

In addition the site is adjacent the land which was designated to constitute the Ashroyd and Shortwood Business Park Hoyland Local Development Order that was in place between January 2013 and April of this year. Applications on that land include the following:-

2015/1404 - Prior notification application for the erection of 165,00sqft distribution warehouse with ancillary office, car parking and service yard etc. 9 units totalling 43,000sqft of semi-detached and welfare accommodation, parking and service yards Approved 15/01/2015.

2018/0181 - Erection of employment unit (Use Classes B1(b), B1(c), B2 and B8) with ancillary B1 (a) offices with parking and circulation/servicing areas, infrastructure works, substation and hard and soft landscaping - LDO Prior Notification application. Approved 23/02/2018.

In addition planning application 2006/1825 –for the erection of B1, B2 and B8 industrial units was approved 20/12/2006.

2018/0420 Erection of 4 no. business units for use within Use Classes B1(b) (Research & Development), B1(c) (Light Industry), B2 (General Industrial) and B8 (Storage and Distribution) with ancillary offices and associated access, parking and circulation/service areas, infrastructure works and landscaping (Plot 5). Granted 04/09/2018

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 development plan consists of the Core Strategy and the 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 emerging Local Plan has now reached a very advanced stage with a consultation on main modification to the plan commencing in July 2018. The consultation follows confirmation from the Local Plan inspector that the plan is capable of being found sound. This by no means represents the Inspectors overall judgement, which will not be known until the final report is issued and the examination closes. However, it does mean increasing weight can be given to the policies contained within the document although, in accordance with paragraph 48 of the NPPF, the extent of this will depend on:

- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and;
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

By virtue of the fact the policies have been tested at examination, they have been scrutinised in relation to their degree of consistency with the NPPF and it is therefore highly likely that they are sufficiently compliant. However, it will not be possible to conclude whether many of the objections have been resolved until the inspector has considered the responses to the consultation on modifications and the final report is published. The extent to which weight

can be attributed to the Local Plan policies will therefore vary on a case by case basis taking into account the relevant policies and the significance of any unresolved objections.

Saved UDP Policies

UDP notation: Employment Proposal

Core Strategy

The site lies within the Dearne Valley Nature Improvement Area

CSP2 'Sustainable Construction'
CSP3 'Sustainable Drainage Systems'
CSP4 'Flood Risk'
CSP5 'Including Renewable Energy in Developments'
CSP8 'The Location of Growth'
CSP11 'Providing Strategic Employment Locations'
CSP12 'The Distribution of New Employment Sites'
CSP19 'Protecting Existing Employment Land'
CSP25 'New Development and Sustainable Travel'
CSP26 'New Development and Highway Improvement'
CSP29 'Design'
CSP36 'Biodiversity and Geodiversity'
CSP39 'Contaminated and Unstable Land'
CSP40 'Pollution Control and Protection'

SPD's

- Residential amenity and the siting of buildings
- Parking

Emerging Local Plan

Proposed allocation: Employment Proposal (HOY7)

Part of the site is in the Sheffield City Region Enterprise Zone. The development will be expected to retain the young plantation woodland present on the periphery of the site

Policies of relevance would be as follows:

Policy GD1 – General Development
Policy E5 - Uses on employment land
Policy T4 – New development and Transport Safety
Policy D1 – High Quality Design and Place Making
Policy CC3 – Flood Risk
Policy Poll1 Pollution Control and Protection

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.

Section 6 of the NPPF states that 'Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'

Consultations

Enterprising Barnsley – EB has been working with NS over a number of months and fully support the application and development of speculative units that are much needed to generate economic growth in the borough.

YW – no objections subject to conditions.

Pollution Control – no objections but a condition requiring further noise impact assessment is required to be submitted at reserved matters, and conditions control noise, dust, and hours of construction.

Highways DC – no objections subject to conditions.

PROW – no objections.

SYMAS – no objection subject to informative.

Coal Authority – no objection subject to standing advice informative.

Contaminated Land Officer – no objections.

Air Quality – no objections but electric charging points condition recommended

Forestry Officer – no objections subject to conditions.

Biodiversity – As the site lies in the Dearne Valley Nature Improvement area, biodiversity enhancement and mitigation would be required at reserved matters stage

Highways Drainage - no objections.

Waste Management – no comments received

Superfast Broadband – no comments received

Ward Councillors – no comments received

Representations

The application was advertised by neighbour notification letters, site and press notice. No representations have been received.

Assessment

Principle of Development

The site is allocated as an employment proposal in the adopted Unitary Development Plan and proposes units for B1, B2, B8 employment uses. The site is also proposed to be allocated as an employment site in the emerging local plan. As such the principle of development is acceptable.

The development would generate a large number of skilled and semi-skilled jobs and lead to the significant investment in the local economy. It is considered to be a suitable and compatible employment generating use that would comply with multiple aims of the Council in terms of job creation in skilled areas and policies including CSP 8, 11 and 12. Also being within the Principal Town and being surrounded by other employment units the site is in a priority sustainable location to accommodate growth and benefits from excellent access to the strategic road network. The proposal is therefore supported in land use planning policy terms.

Visual Amenity

Whilst the design, scale and layout of the development are not under consideration at this stage, it is acknowledged that the proposed building would represent another large scale addition to the development at Ashroyd Business Park. However the site is large enough to absorb the development taking into account its surroundings which are large and spacious and already include a number of large buildings. The unit/units would sit at a lower level than the dwellings to the south and west and would sit well in the landscape when viewed from that direction, being screened by existing vegetation and screen banks.

The parameters plan would ensure the new buildings would be designed in accordance with modern architectural principles for this form of development and would complement the permitted sites already on the Ashroyd Industrial Estate.

This would all aid with integrating the development with the local area and provide a high grade setting for the development and its workforce. The actual details of the design of the development would need to comply with policy CSP29 'Design' and would be assessed at Reserved Matters stage if outline planning permission was granted.

Residential Amenity

The nearest residential dwellings lie immediately west and adjacent to the site in a cul-de-sac off Upper Hoyland Road. The site at this point is well screened by a substantial bund and mature vegetation, and lies at a much lower level than the dwellings. Outlook would not be compromised. Further dwellings lie to the south, again off Upper Hoyland Road, though these are more sideways on to the site, which is separated from the residential properties by a public footpath, considerable screening by mature vegetation and significant level differences. Again, it is considered that outlook would not be affected to a large degree.

Due to the site being a lower level, the existing vegetation would screen the building to a large degree and the eaves of the units in either layout option would be the closest part of the building to the dwellings, further minimising the impact on the outlook for the residents and would not appear overbearing providing the buildings proposed at reserved matters accord with the parameters plan proposed in this application.

In terms of potential impact on daylight and sunlight, the units would lie to the north of the existing dwellings and so would not directly impact upon sunlight.

Taking the above into account the proposal is considered to comply with CSP 29 Design and will protect residential amenity.

Highway Safety

The site benefits from excellent access to the strategic road network due to Ashroyd Park being closely connected to the A6195 Dearne Valley Parkway leading to the M1 to the west.

The Transport Impact Assessment states that the proposed development is expected to generate 72 two-way trips during the AM peak hour and 94 two-way trips during the PM peak hour which does not cause a significant impact on the road network. Furthermore the plans have been designed to allow sufficient turning/manoeuvring for HGV's and parking provision. Consequently, there are no objections to the proposed development in a highway context, subject to conditions.

Noise

A background noise assessment has been submitted. In option A the proposed layout would result in the buildings screening the service yards to large degree, whereas in option B, the service be screened less but would lie at the furthest point from residential properties. The Pollution Control Officer has no objections, but requests that a noise impact assessment is submitted at reserved matters stage when the details of the design of scheme will be fixed, together with conditions controlling noise and dust during construction and also limit hours of working during the construction period.

Subject to these conditions the development is considered acceptable with regards to residential amenity considerations taking into account of Core Strategy policy CSP40,

Other considerations

Air Quality

The site is not located in an air quality management area. An interim Travel Plan has been submitted to support the application which proposed that the final travel plans should contain commitments to promoting sustainable travel. Due to the size of the development (Options A and B propose 104 and 120 car parking spaces respectively), mitigation would be required to mitigate against the cumulative air quality impact of development generally within the area. The Air Quality officer proposed a minimum of 2 x electric vehicle charging points are provided at reserved matters stage. This can be secured by condition. An informative is also recommended to encourage fleets providing deliveries to join the ECO Stars fleet recognition scheme

Drainage

The FRA has determined that the site is located within Flood Zone 1 and is therefore at low risk of flooding from river or sea. NPPF Technical Guidance states all uses of land are appropriate in Flood Zone and as such the proposal complies with CSP4 in this respect.

Surface water management is the other main consideration. A drainage strategy and drainage layout have been provided. Yorkshire Water and the Council's drainage officer have assessed the details and are content with the proposals, subject to conditions.

Biodiversity

An ecological assessment has been submitted to support the application which concludes that the site is of low value in terms of biodiversity and recommends a number of habitat mitigation and creation measures including native tree and shrub planting, installation of bird and bat boxes, and incorporation of wildflower grassland where possible. The Biodiversity Officer has raised no objections subject to the agreement and securing of appropriate mitigation proposals which can be done by a suitably worded condition. As such the application can comply with Core Strategy Policy CSP 36.

Public Rights of Way

The Public Rights of Way Officer has confirmed that neither indicative options appears to have any direct impact on the footpath to the east which links the industrial estate to the residential areas to the south. The proposal will not physically impact upon the public rights of way to the south of the site.

Conclusion

In summary the proposal relate to development on a site which benefits from an existing employment allocation within an existing well established industrial site. In addition the site is in a suitable and sustainable location for development as identified in the Core Strategy and emerging Local Plan.

Although outline with all matters reserved, it is anticipated that the development, once reserved matters are secured, would generate a large number of jobs and lead to the significant investment in the local economy. This is considered to be a suitable and compatible employment generating use that would comply with multiple aims of the Council in terms of job creation in skilled areas and policies including CSP 8, 11 and 12.

The development would not give rise to any other identified areas of harm with the development and is not expected to give rise to harm to residential amenity due to the separation distance and small number of residential properties in the vicinity of the site and the nature of the use. Also the site is located in a low risk flood area and the proposal would not give rise to unacceptable highway impacts

Ecological enhancements would be a requirement, with noise impact assessment and suitable air quality mitigation measures at reserved matters stage. Overall however the development is considered acceptable when considered against relevant local and national planning policies and is supported by Officers accordingly.

Recommendation

Grant planning permission subject to conditions

- 1 The development hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-
 - (a) the layout of the proposed development.
 - (b) scale of building(s)
 - (c) the design and external appearance of the proposed development.
 - (d) means of access
 - (e) landscaping

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

- 2 The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission:
 - 14698A-100 REV A Location Plan - Plot 3
 - 14698A-101 Existing Site Plan
 - 14698A-102 Existing Site Sections
 - 14698A-103 REV B Parameters Plan
 - 14698A-104 Existing Site Sections
 - 14698A-105 REV B Proposed Site Plan - Option A
 - 14698A-106 REV A Proposed Site Plan REV B
 - 14698A-108 REV A Proposed Typical Sections - Option A
 - 14698A-109 Proposed Typical Sections - Option B
 - Noise Report by White Young Green dated June 2018
 - Ecological Assessment by Smeeden Foreman dated November 2017

Air Quality Assessment by White Young Green dated 2018
Interim Travel Plan by White Young Green dated 7 June 2018
Drainage Strategy by William Saunders dated May 2018
Transport Assessment by White Young Green dated 7 June 2018

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

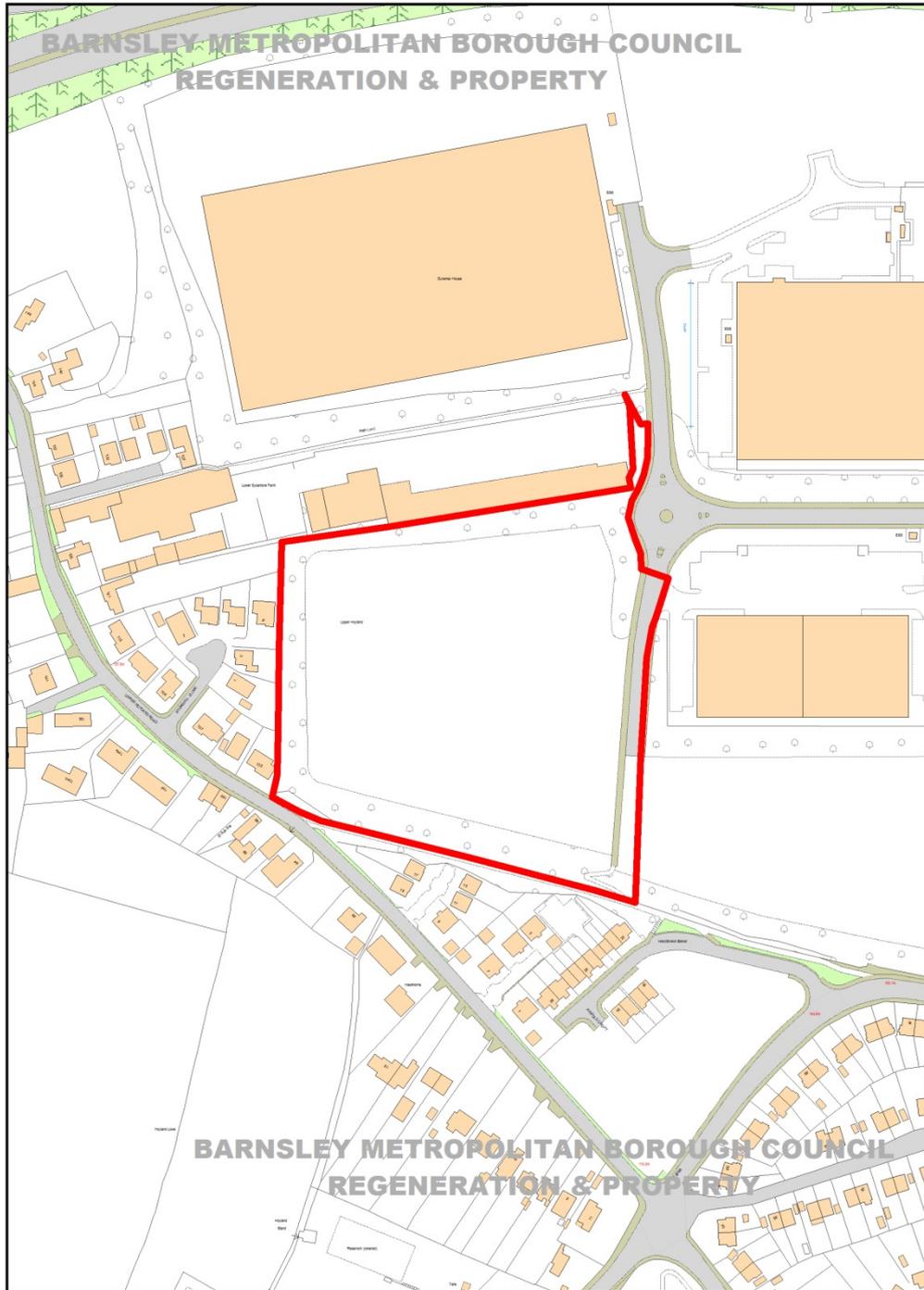
- 3 The proposed layout of the site at reserved matters stage shall be in general accordance with the following documents:
Parameters Plan 14698A-103 REV B; AND
Proposed Site Plan Option A (14698A-105 REV B); OR
Proposed Site Plan Option B(14698A-106 REV A)
Reason: To ensure development is of appropriate scale and general design in accordance with CSP 29.
- 4 Application for approval of the matters reserved in Condition No. 1 shall be made to the Local Planning Authority before the expiration of three years from the date of this permission, and the development, hereby permitted, shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.
Reason: In order to comply with the provision of Section 92 of the Town and Country Planning Act 1990.
- 5 Detailed plans shall accompany the reserved matters submission indicating existing ground levels, finished floor levels of buildings and associated structures, road levels and any proposed alterations to ground levels. Thereafter the development shall proceed in accordance with the approved details.
Reason: To enable the impact arising from need for any changes in level to be assessed in accordance with Core Strategy Policy CSP 29, Design.
- 6 All buildings within 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.
- 7 A detailed scheme of ecological mitigation and enhancement and maintenance shall be submitted with the reserved matters application. The scheme shall broadly follow the measures set out in Section 5.5 of the Smeeden Foreman Ecological Assessment and shall additionally identify a location and details for an amphibian pond and wildlife grassland. The scheme shall identify a timetable for implementation and maintenance for 5 years. The scheme shall be accompanied by a plan which clearly identifies what ecological features are proposed to be retained, mitigated and enhanced. Thereafter the development shall be carried out in accordance with the approved measures.
Reason: In the interests of biodiversity and in accordance with CSP 36.

- 8 A noise impact assessment shall accompany the reserved matters submission indicating existing background noise levels, expected noise emissions from proposed development and proposed mitigation measures. Thereafter the development shall proceed in accordance with the approved details.
Reason: To enable the impact arising from need for any changes in level to be assessed in accordance with Core Strategy Policy CSP 40 Pollution Control and Protection.
- 9 The hours of construction and deliveries shall only take place between Mon-Fri 0800-1800 and Sat 0800-1300. No working 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.
- 10 Prior to any work commencing, the applicant shall submit to the Local Planning Authority for their approval a noise and dust management plan detailing how they will control noise and dust during construction. Once approved the applicant shall adhere to the noise and dust management plan at all times.
Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.
- 11 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.
- 12 Prior to the occupation of each unit, details of appropriate air quality mitigation controls shall be agreed in writing with the Local Planning Authority which shall include inter alia, at least 2 EV charging points. The mitigation controls shall be in accordance with the requirements of the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance, and shall be also incorporated into any Travel Plan where appropriate for the proposed development. Thereafter the controls shall be implemented in full for the duration of the development.
Reason: In the accordance adopted Core Strategy Policies CSP 40 (Pollution Control and Protection) and CSP 41 (Development in Air Quality Management Areas).
- 13 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 survey
 - Arboricultural impact assessment
 - Tree protective barrier details
 - Tree protection plan
 - Arboricultural method statement
- Reason: To ensure the continued well-being of the trees in the interests of the amenity of the locality.**

- 14 The erection of barriers and any other measures specified for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.
Reason: To safeguard existing trees, in the interest of visual amenity.
- 15 Prior to any works commencing on-site, 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. On 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 developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.
Reason: In the interests of Highway safety and in accordance with Core Strategy policy CSP.
- 16 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- The parking of vehicles of site operatives and visitors
 - Means of access for construction traffic
 - Loading and unloading of plant and materials
 - Storage of plant and materials used in constructing the development
 - Measures to prevent mud/debris being deposited on the public highway
- Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement, and CSP 29, Design.**
- 17 Upon 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.

- 18 Upon commencement of development details of measures to facilitate the provision of high speed broadband for the development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In order to ensure compliance Core Strategy policy CSP 42, policy I1 in the emerging Local Plan and in accordance with paragraphs 42 and 43 of the National Planning Policy Framework.
- 19 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no building or structure shall be placed or erected within 3 metres, measured horizontally, of any sewer or culverted watercourse.
Reason: To prevent damage to the existing [sewer, watercourse or culverted watercourse] in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.

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