
2018/1353

Applicant: Everill Gate Properties Ltd.

Description: Development of the site for employment uses within use classes B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) and associated access, parking and circulation areas and infrastructure.

Site Address: Land at Everill Gate Lane, Wombwell, Barnsley

The application is referred to PRB as it classed as a large scale major development that would exceed 5,000 sq.m of building floorspace. 4 objections have been received from local residents.

Background

Planning permission was previously granted by the Council for a similar development under applications 2006/0064 (Outline) and 2009/0189 (Reserved Matters). However this has since expired despite the extension of time that was granted to implement the planning permission under application 2012/1120.

Site Description

The site is a vacant parcel of land located south east of Wombwell, at the junction of Everill Gate Lane and Valley Way. It forms a gap in a line of existing employment uses to the east of Valley Way; Dearne Valley Parkway is easily accessible to the south east, providing access to the wider motorway network. To the rear are open fields, whilst opposite (over Valley Way) is largely residential.

It is a greenfield site, approximately 3.6ha, broadly diamond in shape and relatively flat. To the south west is a disused canal and to the north the Trans Pennine Trail (a former rail-line) borders the site. Valley Way to the west is at a higher level.

There are a number of existing trees and hedges running along the north and east boundary, which provide a buffer to the road. At present there is no physical access to the site, due to the existing hedge line and a gradual embankment, which rises from the centre of the sites northern boundary up to a bridge over the disused railway.

Proposed Development

The proposed development is for two blocks of starter units comprising 10 units which range from 139m² to 278m² in floor area. Two large single units are also proposed being 3,066m² and 9,197m² in floor area. Heights range from 9.5m to the eaves (starter units) to circa 12/14m (larger units).

Access is taken from Everill Gate Lane, via a new T-junction with a pedestrian route also allowed off Valley Way. Junction improvements are proposed at the Everill Gate Lane / Valley Way junction.

A total of 254 car parking spaces are to be provided of which 12 are for disabled users. 48 cycle parking spaces and 13 motorcycle parking spaces are also proposed.

The units are all modern industrial buildings, with a mix of metal and timber cladding and glazing. Roller shutter service doors are proposed for all units alongside pedestrian accesses with canopies over.

It is proposed to phase the development with the starter units and smaller of the two single units (totalling 5,103m²) in phase 1. The larger industrial building (9,197m²) is proposed as phase 2.

A Transport Assessment has been provided with the application setting out the trip generation, type of vehicles and routing of traffic associated with the development. A phased approach to highway improvements has been proposed, reflecting phases nature of the development.

Planning History

2006/0064 - Development of B1, B2 and B8 (Industry, Storage and Distribution) units with access road (Outline) – Approved 08/03/2006.

2009/0189 - Development of B1,B2 and B8 (industry, storage and distribution) units with access road (Reserved Matters) – Approved 01/02/2010.

2012/1120 - Development of B1,B2 and B8 (industry, storage and distribution) units with access road (Reserved Matters) (2009/0189 Extension of Time Limit) – Approved 04/01/2013.

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 new Local Plan was adopted at the full Council meeting held 3th January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough alongside the Joint Waste Plan, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

Local Plan

The site is allocated in the Local Plan for employment use. Site specific policy ES20 expects development to:

- Provide off site pedestrian and vehicular infrastructure improvements.
- Consider the potential impact on the nearby Broom Hill Flash Nature Reserve Local Wildlife site and include appropriate mitigation where necessary; and
- Retain the mature oak on the sites northern boundary and hawthorn hedgerow on the south-eastern boundary.

An archaeology assessment of the site is also required.

In addition the following Local Plan polices are relevant to this application:

SD1 Presumption in favour of sustainable development

GD1 General Development

LG2 The Location of Growth

E1 Providing Strategic Employment Locations

E2 The Distribution of New Employment Sites

E3 Uses on Employment Land

T2 Safeguarding of Former Railway Lines

T3 New Development and Sustainable Travel

T4 New Development and Transport Safety

D1 High Quality Design and Place Making

GI1 Green Infrastructure

GS2 Green Ways and Public Rights of Way

BIO1 Biodiversity and Geodiversity

Policy CC1 Climate Change

Policy CC3 Flood Risk

Policy CC4 Sustainable Drainage Systems

Policy CC5 Water Resource Management

RE1 Low Carbon and Renewable Energy

CL1 Contaminated and Unstable Land

Poll1 Pollution Control and Protection

SPD's

- Residential Amenity and the Siting of Buildings
- Parking

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.

Paragraphs of particular relevance to this application include:

80-82 – Building a strong, competitive economy through: setting out a clear vision and strategy to encourage sustainable economic growth, seeking to address potential barriers to investment and being flexible.

109 – 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.

180 & 181 – Pollution and Air Quality Impacts

Other Guidance

Government Circular 06/2005: Biodiversity and Geological Conservation – Statutory Obligations and their Impact within the Planning System (August 2015): Provides administrative guidance on the application of the law relating to planning and nature conservation as it applies in England. It complements the national planning policy in the National Planning Policy Framework and the Planning Practice Guidance.

Consultations

Air Quality Officer – The proposed development is adjacent to the A633 Valley Road. Whilst not an air quality management area (AQMA), this road is detailed within the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance, where mitigation of air quality impact is recommended. An assessment shall therefore be undertaken in accordance with the council's guidance and subsequent mitigation proposed. This can be the subject of a pre-commencement condition.

Biodiversity Officer – Amphibian surveys are required and additional mitigation and enhancements are needed on the site.

Contaminated Land – No objections have been received.

Drainage – No objections subject to conditions.

Enterprising Barnsley – Enterprising Barnsley have been working with the developer 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.

Environment Agency – No objections have been received.

Highways – No objection in principle, however, the phasing of highway improvements is not acceptable for highway safety reasons. Proposed conditions 9 and 12 are insisted upon therefore in lieu of the highway mitigation works proposed by the applicant.

PROW – The Trans Pennine Trail runs adjacent to the north eastern boundary of the site. The plans show a 10 metre landscape buffer along this boundary, consistent with the 2006 planning permission for this site which specified a minimum 10m buffer as a condition, in order to protect the character of the Trail (2006/0064 condition 14). The retention of this buffer should be conditioned again.

Regulatory Services – No objections subject to a number of conditions restricting noise levels on the site.

Rotherham Metropolitan Borough Council – Having looked at the proposal RMBC have no comments to make given the distance to the Authorities boundary and the scale of the development.

Tree Officer – Does not object, subject to existing conditions.

SYAS – No objections have been received.

South Yorkshire Police ALO – No objections have been received.

Yorkshire Water – Further investigation and assessment is required before the drainage strategy for the site can be agreed. The current approach does not adhere to sustainable drainage principles. However, this can be secured through conditions.

Representations

The application was advertised by individual neighbour notification letter and by site and press notices. Four letters have been received raising the following concerns:

- Loss of a view and overbearing impact of the larger industrial unit on the boundary of residential properties;
- Noise disturbance associated with the proposed uses and large vehicles;
- Potential traffic cutting through the village of Broomhill (an existing issue likely to be exacerbated by the proposed) and the need for measures to ensure against this as well as traffic calming;
- Can the junction at Everill Gate and Valley Way be made a left turn only as traffic turning right will lead to traffic backing up to the roundabout;
- There are structural concerns with Everill Gate Bridge;
- The proposed development will have a negative visual impact on the approach to the nature reserve; and
- The need for the development is questioned.

Assessment

Principle of Development

Planning law is that decisions should be taken in accordance with the Development Plan unless material considerations indicate otherwise. The current Development Plan consists of the adopted Local Plan for Barnsley and the Barnsley, Rotherham and Doncaster Joint Waste Plan. This site is allocated as an employment site (ES20) in the Local Plan where employment development is acceptable in principle in accordance with policy E3 'Uses on employment sites'.

Visual Impact

The proposed scheme is for an employment development of 4 individual buildings (12 units) with associated car parking and access. The design of the units is consistent with this type of development, being large industrial sheds with limited glazing. A variety of cladding is proposed including different metals and timber, breaking up the elevations. Small canopies are also provided

giving some shelter at the pedestrian entrances and creating some depth to the elevations. The scale and design of the development will not appear out of place, which is already characterised by the employment developments on either side of the site. The plans have therefore been assessed to be acceptable having regard to D1 High Quality Design and Place Making. However a condition is required to ensure that the development is suitably landscaped.

Residential amenity

There are two residential properties to the south east of the site, along the boundary with the larger of the industrial sheds proposed. However, whilst the proposed will be undeniably visible from the rear of these properties, it is more than 50m away (measured at the closest point). The two houses are not orientated not to face the building directly and would comply with the 25 degree rule set out in the Residential Amenity and the Siting of Buildings SPD in that the height of the building would be lower than a 25 degree line drawn from the centre point of the lowest windows. In addition the development would lie to the north of the houses and so would not interfere with the path of the sun, not resulting in overshadowing as a consequence. In addition it is proposed to insist upon the same 10m wide landscaping buffer behind the elevation of the building facing the two houses that formed part of the plans approved within the previous applications. Allowing for the orientation of the houses and the wider environment, which is industrial in nature, the impact is acceptable in this instance.

A noise assessment has been provided, however, it is limited by the fact that the future occupiers are not known. As such, and taking account of the potential noise sensitive receptors in the surrounding area, a number of noise limiting conditions have been agreed with the applicant.

Highway Safety

The site has been the subject of similar previous applications which were subsequently granted planning permission. There are, therefore, no objections in principle to the proposed development in a highway context. However the submitted Transport Assessment and highway junction improvements, including the phasing of highway mitigation measures at the junction of Valley Way and Everill Gate Lane, are not acceptable due to the risk to road safety. The tracking shows that vehicles encroach onto the opposing carriageway, to the detriment of the free and safe flow of other traffic on the highway. In addition, there is insufficient evidence to warrant the reduction in the speed limit on Valley Way. The internal site layout is also quite restricted and some vehicular manoeuvres would be difficult if indiscriminate parking occurs. That would have to be controlled by the owners/management of the development and be insisted upon.

A Road Safety Audit has been provided, however, the suggested solution is to reduce the speed limit which is not currently supported by the Police. Therefore, in conclusion, subject to an additional requirement for measures to prevent parking on Everill Gate Lane, the proposed development is only acceptable in highways terms if the same highway conditions, and thereby the same junction improvements, are carried forward from previous approvals.

Biodiversity

The site allocation policy ES20 requires that consideration is given to the potential impact on the nearby Broom Hill Flash Nature Reserve Local Wildlife Site (LWS) and appropriate mitigation identified if necessary. In addition, Local Plan Policy BIO1 'Geodiversity and Biodiversity' applies. The application is supported by a Preliminary Ecological Assessment (PEA) (September 2018) which assesses the sites suitability as habitat and any evidence of protected species. Data has been secured relating to habitats in the wider area (including the Broom Hill Flash Nature Reserve) and protected species records.

Some mitigation and enhancement measures are set out at sections 7 and 8 of the report including further reptile surveys, appropriate lighting to minimise disturbance for bats and appropriate landscaping.

The Council's Ecology Officer has reviewed the PEA and is concerned that no amphibian surveys have been undertaken / recommended. The report acknowledges that there are water bodies 80m and 270m from the site but concludes that as they are separated from the site by a minor road and

the disused railway line / cycle track (TPT) the site is hostile for amphibians. No reference is made to the disused canal along the western boundary and as this can contain water, it is the Council's view that amphibian surveys are required. These surveys should be required prior to planning permission being granted, however, Circular 06/2005 does allow for species specific surveys to be the subject of a pre-commencement condition in exceptional circumstance. The proposed development is reliant on grant funding the application for which is time sensitive and subject to planning permission being granted. Therefore, in this circumstance (and taking account of the fact that reptile surveys are also required pre-commencement) it has been agreed that the surveys can be subject to a pre-commencement condition.

In addition to the reptile and amphibian surveys being completed further mitigation and enhancements to biodiversity and habitat are required. This can be secured through appropriate condition and the requirement for a detailed landscaping scheme.

Archaeology

An Archaeological Desk Based Assessment has been provided with the planning application. This concludes that the site has historically been used for agriculture limiting the possibility for there to be agricultural remains; however, a geophysical survey would provide certainty in this regard. This can be secured through a suitably worded condition.

Trees/Forestry

The site is generally unconstrained by trees, however there are many located on and just outside the boundary of the site. Generally these trees can be fully protected and are to be retained during the proposed development as demonstrated in the arboricultural information submitted. The hedgerow on the boundary with Everill Gate Lane is to be removed for the access as are the trees labelled group 9 at the junction with Everill Gate Lane and Valley Way for road improvements. Whilst this is regrettable the arboricultural documents make it clear that there is scope for replacement planting of both the hedge when works are completed and the woodland area when the junction and road improvements have been made. Given the scope for replacement planting there is no objection to the proposal subject to the installation of the protection measures and compliance with the arboricultural documentation and a landscaping scheme detailing the new planting.

Drainage/Flood Risk

The Flood Risk statement attached shows outline proposals for the drainage of this site, with the application stating foul to "Mains" and surface water to "Mains". The site is crossed by a 675mm Combined Sewer which the developer has shown on plans, with an appropriate easement (secured long term through appropriate condition).

Yorkshire Water has confirmed that the outline drainage strategy is not acceptable and further investigation is required into the use of suds on the site, in particular the potential to discharge some surface water into the disused canal. This can be secured through appropriate conditions in accordance with Local Plan Policies CC3 and CC4.

Air Quality

Local Plan Policy Poll1 requires development to demonstrate that it is not likely to result, directly or indirectly in an increase in air, surface or groundwater, noise, smell, dust vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or people.

The proposed development is adjacent to the A633 Valley Road. Whilst not an air quality management area (AQMA), this road is detailed within the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance, where mitigation of air quality impact is recommended. An assessment should therefore be undertaken in accordance with the council's guidance and subsequent mitigation proposed. As no assessment has been provided, and allowing for the applicant's time constraints, a suitable pre-commencement condition is to be applied.

Conclusion

The proposed development is similar to a previously approved scheme in this location and the site is allocated on the Local Plan for employment use (site specific policy ES20). As such the development is acceptable in principle in accordance with policy E3 'Uses on employment sites'..

There are some outstanding matters to be resolved in relation to the detail of this scheme, including the need for further ecological survey work. In normal circumstances this would be dealt with prior to permission being granted. However, as the scheme requires additional grant funding to enable a viable development and this is time sensitive and allowing for the fact that the principle of development has been agreed, it is recommended that approval is granted subject to pre-commencement conditions in this case. This would enable the benefits of the scheme, i.e. investment in speculative units and the resultant economic growth, to be realised.

The plans have been assessed to be acceptable having regard to D1 High Quality Design and Place Making. However a condition is required to ensure that the development is suitably landscaped. In addition the effects of the development on residential amenity are judged to be acceptable taking into account the separation distances from the nearest properties, orientation and the conditions that are proposed to restrict noise levels from the development having regard the Residential Amenity and the Siting of Buildings SPD.

In addition the assessment has concluded that the development is only acceptable if it is built in two phases and if it is subject to the same mitigation works that were approved under the previous planning permission in lieu of the highway mitigation works proposed by the applicant. The required works are listed as follows which forms condition 8 of the Officer recommendation.

- a) Provision of right turn lane on Valley Way;
- b) Provision of central pedestrian islands associated with right turn;
- c) Provision of merge/diverge lanes;
- d) Provision of splitter island at Everill Gate Lane junction to enforce left turn in/left turn out;
- e) Provision of 1m level area between back edge of footway and top of embankment;
- f) Provision of 2m footways on Valley Way to connect with existing and on Everill Gate Lane to include entire site frontage;
- g) Provision of all necessary signing and lining;
- h) Provision and any necessary alteration to street lighting;
- i) Provision and any necessary alteration to drainage;
- j) Provision of tactile paving;
- k) Resurfacing/reconstruction of all areas of carriageway/footway as dictated by the works;
- l) Provision of 2 bus stops and shelters.

Recommendation

Grant planning permission subject to 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 and specifications as approved:

AJ/18-23/03 Site Plan
AJ/18-23/01 C Phase 1 Site Plan
AJ/18-23/02 C Phase 2 Site Plan
9837-112 Proposed Block D GA Plan
9837-107 Block B GA Plan
9837-106 Block A GA Plan
9837-113 Proposed Block D Elevations
9837-109 Proposed Block Elevations
9837-108 Proposed Block A Elevations
9837-111 Proposed Block C Elevations
9837-110 Block C-GAs

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 Prior to commencement of development amphibian surveys must be carried out on site and appropriate mitigation measures, including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To conserve and enhance biodiversity in accordance with Local Plan Policy BIO1 Biodiversity and Geodiversity.

- 4 Prior to commencement of development full details of the mitigation measures identified in the Ecological Survey and additional enhancements, including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To conserve and enhance biodiversity in accordance with Local Plan Policy BIO1 Biodiversity and Geodiversity.

- 5 Prior to commencement of development, details of proposals to mitigate the air quality impact of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of minimising the impact of the proposal on air quality and in accordance with Local Plan Policy Poll1.

- 6 Prior to any construction being undertaken the applicant shall submit to the LPA, for approval, a noise management plan which details how noise will be controlled during the construction stage of the site. The noise management plan should be based on the provisions provided in BS 5228-1 2009. Once approved the applicant shall strictly adhere to the plan.

Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policy Poll1.

- 7 Prior to the commencement of the development details of the provision of an on site water supply or water storage facility along with other dust suppression measures as required shall be submitted to and approved in writing by the LPA. The approved details shall be put in place from the start of the construction period and shall be adhered to for the duration of the construction period

Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policy Poll1.

- 8 Development shall not commence until arrangements have been entered into to secure such works to mitigate the effect of the development being brought into use. Such works shall comprise of: -
- a) Provision of right turn lane on Valley Way;
 - b) Provision of central pedestrian islands associated with right turn;
 - c) Provision of merge/diverge lanes;
 - d) Provision of splitter island at Everill Gate Lane junction to enforce left turn in/left turn out;
 - e) out;
 - f) Provision of 1m level area between back edge of footway and top of embankment;
 - g) Provision of 2m footways on Valley Way to connect with existing and on Everill Gate
 - h) Lane to include entire site frontage;
 - i) Provision of all necessary signing and lining;
 - j) Provision and any necessary alteration to street lighting;
 - k) Provision and any necessary alteration to drainage;
 - l) Provision of tactile paving;
 - m) Resurfacing/reconstruction of all areas of carriageway/footway as dictated by the works;
 - n) Provision of 2 bus stops and shelters.
- Reason: In the interest of highway safety, in accordance with Local Plan Policy T4 New Development and Transport Safety.**
- 9 The phasing of the development shall be in accordance with the Transport Statement (Section 4, Via Solutions, September 2018). This excludes off site highway works which are the subject of a separate condition.
- Reason: In the interest of highway safety, in accordance with Local Plan Policy T4 New Development and Transport Safety.**
- 10 Development shall not commence until a Travel Plan has been submitted, including monitoring, and approved by the Local Planning Authority and shall be implemented within 3 months of the development being brought into use
- Reason: In the interest of highway safety, in accordance with Local Plan Policy T4 New Development and Transport Safety.**
- 11 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 interest of highway safety, in accordance with Local Plan Policy T4 New Development and Transport Safety.**
- 12 No development shall take place unless and until full foul and surface water drainage details, including Yorkshire Water Permission to discharge, 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.
- To ensure the proper drainage of the area in accordance with Local Plan Policies CC3 and CC4.**
- 13 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 Policy I1 in the Local Plan and in accordance with paragraphs 112 of the National Planning Policy Framework 2018.**

- 14 Upon Commencement of development a plan indicating the position of boundary treatments to be erected shall be submitted to and approved in writing by the Local Planning Authority . The boundary treatment shall be completed before the development is occupied. Development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the locality and the amenities of the locality and to accord with Local Plan Policy D1, Design.
- 15 A minimum 10 metre wide landscaping strip shall be provided along the boundary with the Trans Pennine Trail and along the boundary with 77 and 79 Wath Road.
Reason: To safeguard the Trans Pennine Trail and the amenities of neighbouring residents.
- 16 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 obstruction including landscape features , temporary stockpiling of materials and changes in ground level shall be located over or within 5 metres either side of the centre line of the public sewer i.e. a protected strip width of 10 metres, that crosses the site . If the required stand -off distance is to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area, the approved works have been undertaken.
Reason: In order to allow sufficient access for maintenance and repair work at all times in accordance with Local Plan Policies CC3 and CC4.
- 17 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 ensure the continued wellbeing of the trees in the interests of the amenity of the locality in accordance with Local Plan Policy BIO1 Biodiversity and Geodiversity.
- 18 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 1300 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 Local Plan Policy Poll1.
- 19 The noise rating level (as calculated using BS4142:2014) emitted from the site operations, service yard operations and any fixed plant shall not exceed 46dB LAeq 15mins between 0700 and 2300, as measured at the boundary of the nearest neighbouring property.
Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policy Poll1.
- 20 The noise rating level (as calculated using BS4142:2014) emitted from the site operations, service yard operations and any fixed plant shall not exceed 36dB LAeq 15mins between 2300 and 0700, as measured at the boundary of the nearest neighbouring property.
Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policy Poll1.
- 21 Pedestrian intervisibility splays having the dimensions of 2 m by 2 m shall be safeguarded at the drive entrance/exit such that there is no obstruction to vision at a height exceeding 1m above the nearside channel level of the adjacent highway.
Reason: In the interest of road safety in accordance with Local Plan Policy T4 New Development and Transport Safety.

22 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 Local Plan Policy T4 New Development and Transport Safety.

23 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.

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.

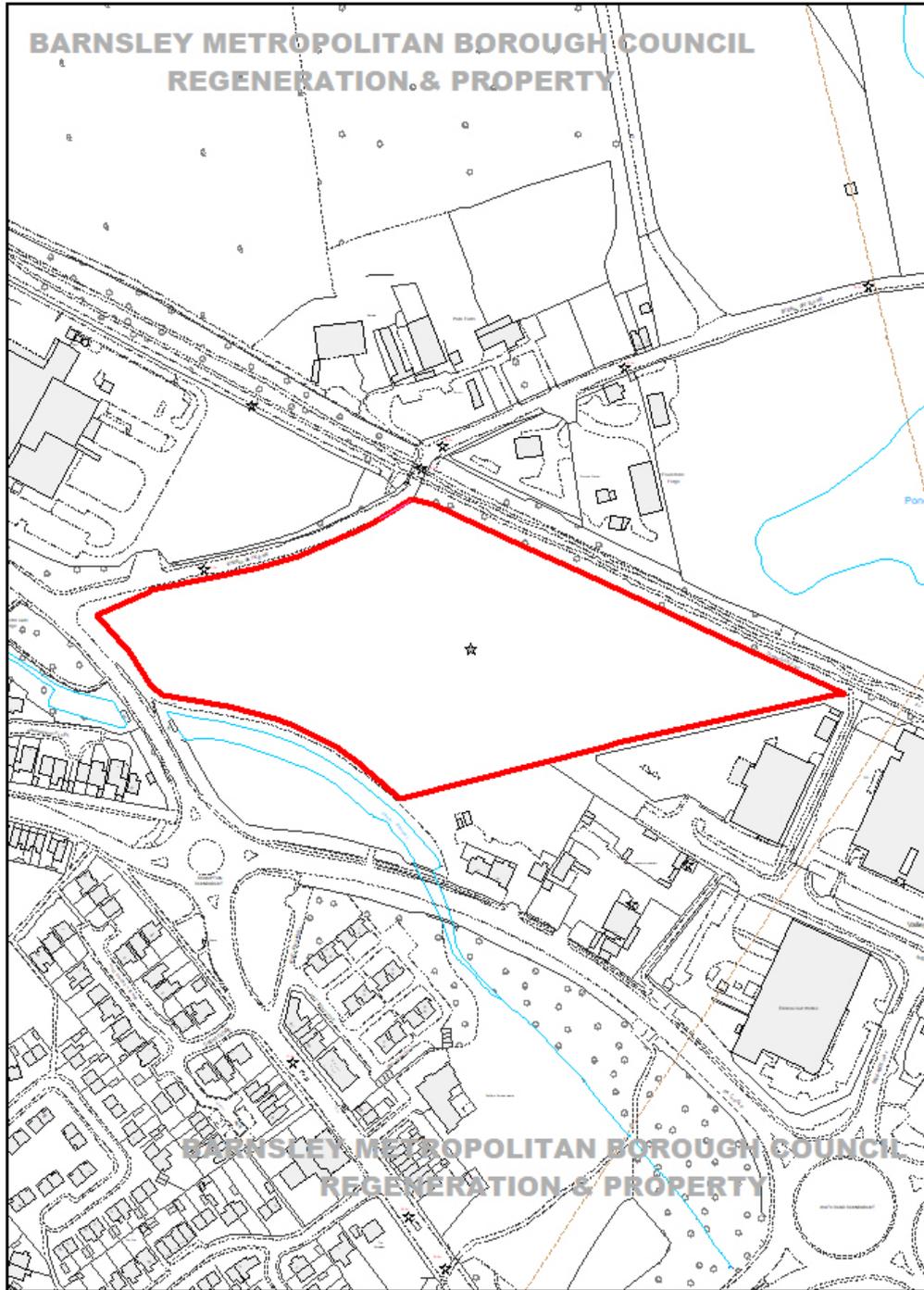
Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated in accordance with Local Plan Policy HE6.

24 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
- The erection and maintenance of security hoarding.
- Wheel washing facilities

Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Local Plan Policy T4 New Development and Transport Safety and Local Plan Policy D1 High Quality Design and Place Making.

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BARNESLEY MBC - Regeneration & Property



Scale 1: _____