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**2019/0286**

Applicant: Sterling Capitol

Proposal: Hybrid planning application for an extension to Capitol Park comprising a) development of 2no warehouses (floorspace of 9,755m<sup>2</sup> and 7,804m<sup>2</sup>) for general industrial and storage and distribution purposes (use classes B2 and B8) with provision of ancillary office accommodation - Outline with all matters reserved apart from means of access; and b) full application for provision of associated earthworks

Site: Land at Capitol Park, Capitol Close, Dodworth, Barnsley

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The application is referred to the Board due to the size of the proposed development which classifies it as a large scale major development. 10 objections have been received from local residents.

### **Site Location and Description**

The site is located off Higham Lane, immediately to the north west of the existing Capitol Park business park at Dodworth. It measures 5.58 hectares in size and slopes west to east towards the M1 motorway. The site is approximately 3km from Barnsley town centre which is located to the east and is close proximity to the M1 and the A628 giving it very high accessibility to the strategic highway network.

The site comprises two fields in agricultural use that are divided by a hedge. A single bungalow (Lane Head Farm) is located at the southern corner of the site, adjacent to Higham Lane which is intended to be demolished as part of the scheme.

There are two non-involved residential properties at Lane Side Farm on Higham Lane which lies on the western boundary of the site.

The Higham Lane boundary is lined with trees and there is a further overgrown hedgerow along the eastern boundary. An overhead telecoms line crosses the northern field from the northwest to the east, before continuing to follow the eastern boundary of the southern field. There is also a telecoms transmitter, surrounded by a metal post and chain link fence, in the eastern corner of the site which is intended to remain.

There is an existing track access to the two fields within the site midway along Higham Lane. The bungalow has its own private drive access onto Higham Lane. The site surroundings comprise:

- The northeast boundary is formed by the M1 motorway corridor;
- To the south east, a cluster of hybrid industrial units that form part of the existing Capitol Park business park;
- To the south, Higham Lane, beyond which is an area of woodland;
- To the west, 2 no. dwellings (Lane Side Farm), beyond which is Higham Lane and further woodland.

Each warehouse would comprise 2.5% ancillary office space, a service yard and employee/visitor parking areas. Access would be from the south-eastern corner of the site, extending the existing Capitol Close.

The topography of the site is varied, with a high point of 163m AOD to the east of Lane Side Farm, and the low point of 145m AOD adjacent to the motorway beyond the northern edge of the site.

## Planning History

No previous applications have been made on this site itself. However there have been a large number of applications on the adjacent Capitol Park site post the year 2000 during the UDP years and more latterly:- Examples include:-

B/04/1998/DO - Outline employment development proposal comprising Class B1, B2 & B8 Uses. Hotel. Park & Ride site and associated work. Approved 23/02/2005.

B/04/2272/DO - Phase 1 employment development site - Reserved Matters details. Erection of Class B1/B2 hi-tech units, spine road, landscaping and levelling. Approved 11/01/2005.

2016/0713 - Outline planning application including means of access for general industrial (B2) use and storage and distribution (B8) use with ancillary office (B1) use. Approved 07/10/2016.

2017/0248 - Proposed 7,225 sq m (gross external area) industrial unit at Plot A for general industrial (B2) and storage and distribution use (B8) with ancillary office (B1) (Reserved Matters pursuant to outline planning permission 2016/0713 - appearance, landscaping. Approved 20/04/2017.

2017/0987 - Erection of 7,200sqm NHS blood centre comprising laboratory and administrative/support functions. Approved 25/10/2017.

2017/1002 - Erection of 15 no. industrial units in 8 blocks (Classes B1, B2 and B8) with associated car parking. Approved 19/07/2017.

## Proposed Development

Detailed pre-application advice was sought and provided prior to the submission of the application. There has also been considerable dialogue with the applicant during the consideration of the application and the plans have been through several iterations during this time.

This hybrid planning application seeks:

1. Outline planning permission for an extension to the existing Capitol Park business park, comprising demolition of existing bungalow at Lane Head Farm and development of Class B2 (Industrial) / Class B8 (Storage & Distribution) uses and associated landscaping and infrastructure and;
2. Full planning permission is sought for the means of access and initial ground works comprising cut/fill operations to provide 2 no development platforms.

The outline application seeks permission in principle for 2 no. warehouses (Classes B2 and B8), one of 7,804m<sup>2</sup> (84,000 sq.ft) gross and one of 9,755m<sup>2</sup> (105,000 sq.ft). These would be sited on the development platforms and be sited to make best use of the topography on the site and to safeguard the amenity of the occupants of Lane Side Farm. Each warehouse would comprise 2.5% ancillary office space, a service yard and employee/visitor parking areas. In detail the proposal comprises:

- Demolition of the existing Lane Head Farm bungalow;
- Full application to undertake ground works to develop two plateaus for siting the proposed warehouses. This would be undertaken prior to reserved matters submission and is expected to take a maximum of 4 months. The earthworks would comprise the temporary removal of soils ( with re-use for landscaping where

possible), and a cut and fill exercise make 2 no level areas of the site in readiness for the erection of commercial premises on securing reserved matters approval;

- Extension of the existing access road that serves Capitol Park Business Park, Capitol Close, into the proposed development;
- Retention of the existing hedgerow that divides the two fields within the site, and retention of significant numbers of the existing trees fronting Higham Lane, although some may be lost through an unrelated highway improvement scheme;
- Provision of significant areas of new landscaping and planting, particularly between Lane Side Farm and the southern warehouse indicative location (Unit 2), in order to safeguard the residential amenity of occupants of the former dwellings;

Appearance would form part of the reserved matters and would be dealt with on a plot by plot basis. The proposal as originally submitted was considered to be unacceptable as despite pre-application advice Unit 2 was proposed to be only 20m away from residential dwellings at Lane Side Farm, and at a higher level. The applicant also met with the residents to understand their concerns following their objections to the original plans. As a result, several iterations of plans have been submitted as the design of the proposal has evolved.

The version of the plans now under consideration proposes Unit 2 to be reduced in eaves height from 14.5m to 12m, and to be moved from a location initially just 20m away from Lane Side Farm to 37m away. The plateau level for Unit 2 is also reduced by approximately 1m to further reduce the impact of the unit on Lane Side Farm. Additionally a bund at least 13m wide is proposed between the unit and the property to be extensively planted with trees for additional screening along the width of the unit. Unit 1 would have 94 space car park with 5 no disabled and 5 no EV charging spaces; Unit 2 would have 100 space car park, including 4 no disabled and 4 no EV charging spaces.

## **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 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, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011). The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

## The Local Plan

### **Site ES4 Capitol Park Extension 5.4 ha**

The development will be expected to:

- Consider the impact on residential amenity and include appropriate mitigation where necessary;
- Provide on and off site highways infrastructure works and improvements at Junction 37 as necessary;
- Provide off site highway safety enhancements;
- Consider the potential impact on the nearby Hugset Wood Local Wildlife Site and include appropriate mitigation where necessary;
- Retain, buffer and manage the existing hedgerows;

- Ensure that development respects the landscape and wider countryside, and where appropriate mitigation measures are incorporated to address impacts on the adjacent Green Belt and countryside; and
- Provide air quality assessments in accordance with policy Poll 1.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

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

GD1 General Development – Proposals for development shall be approved if there will be no adverse effect

SD1 Presumption in favour of sustainable development – Planning applications that accord with other relevant policies will be approved without delay.

LG2 Location of Growth – Urban Barnsley is the highest priority location to accommodate growth in accordance with the adopted settlement hierarchy.

Policy E3 (Uses on Employment Land) on allocated employment sites the Council will allow the following uses: research and development (B1b) and light industry (B1c); general industry (B2); or storage or distribution (B8). The supporting text to the policy advises that the provision of well-located employment land is key to the Borough's future economic growth and it is therefore essential that both new employment land and land currently in use or last used for employment purposes, is protected and safeguarded from non-employment uses.

Other relevant policies include:-

CSP 1 – Climate Change  
 CSP 8 - Location of growth  
 CSP11 – Providing strategic employment locations  
 CSP12 – Distribution of new employment sites  
 D1 – Design  
 EC3 'Uses on Employment land'  
 T3 'New Development and Sustainable Travel'  
 T4 'New development and Transport Safety'  
 D1 'High Quality Design and Place Making'  
 CC2 'Sustainable Design and Construction'  
 CC3 'Flood Risk'  
 CC4 'SUDS'  
 HE6 Archaeology  
 RE1 'Low Carbon and Renewable Energy'  
 CL1 'Contaminated and Unstable Land'  
 Poll1 'Pollution Control and Protection'  
 I1 'Infrastructure and Planning Obligations'

#### SPDs/SPGs

SPD – Parking  
 SPD – residential amenity and the siting of buildings

## 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.

### **Consultations**

Air Quality – No objections subject to a mitigation statement, recommend encouraging vehicle fleet to sign up to eco stars.

Biodiversity Officer – No objections subject to conditions.

Coal Authority – Agrees with submitted Coal Mining Risk Assessment. No objection subject to a condition.

Enterprising Barnsley – Support the application which would secure investment and lead to a potential increase in employment opportunities in the borough

Forestry Officer – No objections to the development from an arboricultural perspective subject to the imposition of conditions.

Highways DC – No objections .

Highway Drainage – No objection subject to condition requiring full foul and surface water drainage details.

Highways England – No objections subject to conditions.

Historic England – No objections have been received.

Major Projects – Proposals accord with Sheffield City Region Investment Fund assumptions and therefore Major Projects Team support the proposals.

Pollution Control – Express potential concerns about different type of noise from Unit 1 service yard, conditions proposed.

Project Manager Housing and Energy – Would like to work with developer to determine suitability of sustainable /renewable energy generation on site.

South Yorkshire Archaeology Service – No objections subject to a condition.

South Yorkshire Police – No objections have been received.

Yorkshire Water – No objections, subject to conditions for foul and surface water drainage.

South Yorkshire Mining Advisory service – No objection subject to a condition.

Superfast Broadband – No objections have been received.

Ward Councillors – Peter Fielding queried matters associated with the proposal at an early stage of the assessment process prior to becoming a Ward Councillor, but no formal objection has been received in writing. The queries related to requesting confirmation that Highways England had been consulted, the relationship between the proposal and the congestion alleviation scheme at the Dodworth Road/Broadway crossroads and a query as to whether access could be prevented to Higham Lane until there is certainty in relation to the provision of a proposed future roundabout onto it from Capitol Close.

## **Representations**

The application was advertised by press notice, by 3 site notice and by neighbour notification and on the Councils website. Although there has been an objection that there was a lack of neighbour notification, the Council has no obligation to contact local residents individually. Despite this, a further two rounds of consultations were undertaken following the receipt of amended plans. Representations were received from 7 addresses on the plans as submitted with one from a resident who did not provide an address and one from a housing and regeneration consultancy. Only one was from close by at Higham and the two dwellings adjoining the site also objected. A further 3 comments were from east of the motorway at Barugh Green, Pogmoor and Gawber. Concerns raised are:-

- The local plan process has resulted in the change in the land use designation from Green Belt to a site allocated for employment development.
- Unnecessary urban sprawl when units on Capitol Park remain unfilled.
- Proximity to and impact on residential properties.
- On-site hedgerow.
- Lack of neighbour consultation
- Loss of view
- Traffic impacts
- timings for the construction of the SCRIF funded roundabout onto Higham Lane referred to in the transport assessment and the construction of the rest of the Claycliffe link road
- It is queried how conditions would be monitored with reducing Council resources.
- Landscape impact
- Incorrect site notice posted prior to it being replaced.
- It is asserted that insufficient information has been provided of the proposed noise mitigation measures.
- Impact of the proposed drainage system on the existing system which serves an existing property
- Impacts of noise and dust etc during construction
- Overbearing impact on historic house built in 1550AD
- One neighbour suggested alternative proposals

Following amended plans submitted in May, neighbours were reconsulted, and one objection was received from one of the two residents immediately adjacent to the site. Comments repeated several issues previously raised and comprised:

- Proximity to existing dwellings
- The height of proposed building would be overbearing
- Modern industrial buildings are not in keeping with historic farm building and surroundings
- Land removed from green belt without residents being aware.
- Impact on existing drainage system
- Potential noise nuisance during construction and operations

- Visual impact of large buildings on countryside
- Outline permission should not be granted, only detailed approval

Following further amended plans submitted in July an additional round of neighbour consultations was undertaken. One objection was received. This was from the occupant at Lane Side Farm. A summary of the objection is as follows:

- The applicants have not made suitable consideration for the impact their proposals would have on the existing residential properties,
- Impact on the adjacent green belt landscape and local wildlife
- The proposals would still have a serious overbearing nature on the immediate adjacent properties
- The proposals do not comply with the guidance, recommendations and policies of the Adopted Local Area Plan or The National Policy Framework
- Proposals should not be granted until full details of the plans can be considered.

## **Assessment**

### The principle of development

The site is designated as an employment site in the adopted Local Plan. As such the proposal is acceptable in principle, but consideration needs to be given to the aforementioned policy requirements and material planning considerations. These are discussed in more detail below.

A very small area of the site is located within the Green Belt. This is the area of the site containing the existing bungalow (Lane Head Farm) which is proposed to be demolished and would form part of the access road. Policy GB1 of the Local Plan states that Green Belt will be protected from inappropriate development in line with national policy. Paragraph 143 to 147 set out the national policy on proposals in the Green Belt. Paragraph 143 sets out that *“inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances”*. Paragraph 146 goes on to set out forms of development which are not considered to be inappropriate in the Green Belt *“provided they preserve its openness and do not conflict with the purposes of including land within it.”* These include criteria ‘b’ *“engineering operations”* and criteria ‘c’ *“local transport infrastructure which can demonstrate a requirement for a Green Belt location*. An access in this location is required in order to serve the large employment site and would constitute engineering operations. This small remnant of Green Belt land does not serve a green belt function, sandwiched as it is between two employment sites and covering a piece of land only the size of the bungalow which would be demolished to make way for the access road improving openness. In the circumstances it is considered that the proposed small incursion in to the green belt in this location for engineering operations, is on balance considered to be in accordance with the NPPF and Local Plan Policy GB1 in this instance.

In order to achieve suitable development platforms for the employment uses to progress, significant engineering works in the form of cut and fill activities are required to take place on the land. All activities would be within the application boundary. Without these engineering works the land could not reasonably be utilised efficiently for employment uses due to level changes and the lack of existing access. No materials are proposed to be brought to the site or removed from the site in undertaking these engineering operations. It is likely that there would be temporary impacts whilst the engineering operations take place. However, significant weight must be attached to the consideration of this temporary impact which must be balanced against the benefits of the proposals.

## Economic Impacts

The recent successes of Phase I Capitol Park and Enterprise 36 has proven that there is demand for both medium to large size freehold and leasehold industrial and commercial space in the area. The site is in a priority and highly strategic location to accommodate growth of this typology, hence why the site was allocated. This site has the potential to provide two large units that would generate significant numbers of jobs at this strategic site both during construction. Once built out the proposal would lead to significant private sector investment being secured, providing premises for potential inward investors and expanding local companies. There are virtually no industrial units of this size/quality in Barnsley and as such are much needed.

According to The Employment Density Guide 2015, a development of the site for B2 use could create circa 464 jobs and the development of the site for B8 uses would create circa 217 jobs once operational. Construction jobs would be in addition to this. The proposed development would also create business revenue. The proposal therefore accords with the site specific development allocation policy ES4 and others including CSP 8 - Location of growth, CSP11 – Providing strategic employment locations and CSP12 – Distribution of new employment sites.

## Design and Visual Amenity

The application is outline with appearance, layout and scale being subject to a future reserved matters application. However, an indicative layout and cross sections have been submitted which shows two industrial units of modern design; Unit 1 in the northern part of the site closest to the M1 motorway of 84,000sqft (7803sqm), and Unit 2 of 105,000sqft (9290sqm) to the south and west of the site. Significant amounts of landscaping would be provided to provide screening and maintain existing vegetation where possible in order to provide a high quality, well designed site with modern layouts which would contribute positively to the growth agenda that Barnsley is seeking to achieve. Access would be achieved by extending the existing Capitol Close access and running up the eastern boundary of the site, before turning west along the existing hedgerow to serve the service yard of Unit 1. The site would be screened from the west by highway trees, but Unit 1 would lie close to the northbound M1 motorway and be visible from it. Unit 2 would lie at a higher level close to Higham Lane A SCRIF funded highway improvements scheme is currently being design to provide improvements to Higham Lane and may result in the loss of some of these trees bounding the highway, but replacement planting could be achieved as part of the highway improvement or as part of a landscape scheme at reserved matters. Overall, the indicative plan proposes the most efficient use of the land whilst mitigating the impacts on the adjacent properties as far as possible. The detailed design of the buildings would be considered at reserved matters stage but given the sensitivity of the site in relation to it's prominence when viewed from the motorway, it will be necessary to ensure precise details of materials are provided at the reserved matters stage. The expectation is that this will be a sensitive and high quality palette, reflecting recent good examples elsewhere in the country. The proposal is therefore considered to be in accordance with Local Plan Policy D1 and GD1.

The engineering operations proposed would change the existing landform to produce two level development platforms in readiness for the erection of commercial buildings following reserved matters approval. The operations would comprise cut and fill activities and would entail moving approximately 50,000 cubic metres of material within the site to produce the required levels. Members may recall that the remainder of the Capitol Park site was also prepared in a similar way advance of reserved matters proposals for the erection of commercial units.

## Residential amenity

In examining the proposals the relationship between the proposed new development and the adjacent residential properties has been considered in detail. Guidance is found in the adopted SPD Residential amenity and the Design of Buildings. In this case there are two dwellings on the southern boundary of the site would be affected by the proposal. Unit 1 sits below and to the north of Higham Manor which could potentially be affected by the service yard to that Unit. Unit 2 sits to the east of Lane Side Farm. Here the land rises naturally to the east, and although creation of the development platform would lower the level of the land the scale of the industrial unit would affect outlook from the rear of the property. Local Plan Policy POLL1 seeks to protect residents from the impact of new industrial and warehouse development and Regulatory Services have proposed conditions which will protect the amenity of the residents in terms of noise. Whilst there is no right to a view, following discussions with the residents the developer has amended the plans to show the indicative Unit 1 moved further to the west in order to retain the view for residents of Higham Manor. No further objections have been received from this property.

With respect to impact on outlook for Lane Side Farm, the indicative location for Unit 2 was initially located only 20m away from the rear elevation which contains habitable room windows and would have caused a significant loss of outlook. Following discussion with the resident of Lane Side Farm and continued dialogue with the case officer, the developer has proposed further iterations and the resultant plans now under consideration show Unit 2 to be reduced in eaves height from 14.5m to 12m, and to be moved from a location initially just 20m away from Laneside Farm to approximately 37m away. The plateau level for Unit 2 is also reduced by approximately 1m from the original plans. Additionally a bund at least 13m wide is proposed between the unit and the property to be extensively planted with trees for additional screening along the width of the unit, reducing impact on outlook further. Two mock-up images have been prepared by the applicant to demonstrate how planting could screen the building. However, it should be noted that the view shown is from a bedroom window that is normally less used less used than a downstairs habitable room window. The view from a downstairs window to the rear elevation would be impacted upon less due to an intervening 3m high wall between the dwelling and the development site. By way of comparison, a farmer could erect an agricultural building up to 465m floorspace (eg 46.5m x 10m) and up to 12m high in this location under permitted development rights. Whilst much smaller, such a building would have only a slightly less impact on the dwelling if located as close to the dwelling at Lane Side Farm as Unit 2.

Overall, there is no doubt that there is a loss of view to Lane Side Farm. However, there is no legal right to a view and so it is not material to the decision. There would also be an impact on outlook for Lane Side Farm. However, the significant improvements to layout and substantial mitigation proposed are overall considered acceptable when measured against the guidance set out in the adopted SPD "Residential Amenity and the Siting of Buildings", and taking in to account the allocation of the land as an employment site and the number of jobs which could be realised.

In assessing the engineering operations, there will be temporary impacts on the adjacent properties for the duration of the site preparation in terms of noise and dust. However, the duration of these engineering operations is expected to be a maximum of 4 months and the PollutionControl Officer is satisfied that conditions can be attached to the permission to manage and mitigate these noise and dust impacts. As a result the proposal is considered to comply with Local Plan Policies D1 and GD1 on this point.

## Landscape Impact

Although representations have raised concerns about the landscape impacts of the proposal, the application is in outline form only. However, a landscape impact assessment has been submitted which shows how the development might look following construction. It would be in context with other medium and large employment units of Capitol Park and the assessment concludes that the proposal would not result in substantially adverse effects on the landscape character of the site or the surrounding study area, as the development would tie into the neighbouring existing Capitol Park business park to the south east and would include landscaped buffer zones and planting. That said the development would be located immediately next to the M1 at the top of the existing embankment. It would therefore be highly visible to the drivers of passing traffic and would assume a level of landscape importance as a local landmark. The units shall be of considerable mass and as such the expectation at reserved matters stage shall be for the buildings to be designed with a high level of place making/good urban design credentials utilising an attractive palette of materials and architectural detailing. In addition a high quality soft landscaping scheme, over and above that shown on the existing plans, will also be expected to further mitigate the visual and landscape impact.

The proposed development would potentially result in adverse visual impacts for Lane Side Farm and Higham Manor, but these impacts would reduce once the planting to the buffer zone between the properties and the development matures. Impacts on other surrounding receptors would not be substantial due to views being limited by intervening vegetation, landform and the units of the existing business park.

## Impact on trees

As far as possible trees and hedges are being retained as part of the proposal and as such there are no objections to the development from an arboricultural perspective. Indicative plans show the retention of the central hedgerow which runs in an east-west direction through the site. It lies on a change in slope and will be incorporated along the proposed internal access road. Details have been provided for the proposed bund and the nature of the planting appears to have been well thought out with large growing native and a row of evergreen Holm Oaks which would, when established, provide all year round screening to Unit 2 and would reach a large mature size. Whilst landscaping is not being considered at the outline stage a condition is proposed that proposed plantings at reserved matters adheres closely to the mix proposed to provide a well thought out long term screening solution. The proposal is accords with Local Plan Policy BIO1 on this point.

## Biodiversity

The application has been accompanied by a preliminary ecological assessment and a suite of reports regarding protected species. The Hedgerow in the centre of the site is to be retained, and the applicant has confirmed that the species rich hedgerow H1 along Higham Common Lane is to be retained as part of this application. There are no objections subject to conditions at reserved matters stage.

## Highway/Transport Considerations

The access route to the site is proposed to be an extension of the existing Capitol Close route, which would follow the eastern edge of the site before turning west to run between the two units. Although objectors raised concerns about impacts on the road network, the review of the Transport Assessment has concluded that the development can be accommodated on the highway network without giving rise to severe residual impacts, which is the test set out in the NPPF.

Members may recall that earlier units on Capitol Park have been restricted in respect of the trips they are allowed to generate due to congestion along Dodworth Road, which in turn affected the roundabouts on and to the immediate west of Junction 37. Since then, planning permission has been granted and funding confirmed for the gyratory proposal at the junction of Dodworth Road, Pogmoor Road and Broadway. All things being equal, given this is an outline application with no identified occupiers, it is anticipated that the gyratory scheme will be completed prior to the units subject to this application being occupied. When completed, the gyratory improvement will ensure that sufficient capacity exists both along Dodworth Road and in turn would relieve the congestion issues at Junction 37 and the roundabouts to the immediate west. It is likely that the gyratory works will be in place and operational before this development is brought into use. However to safeguard the position a condition is proposed to be attached to the permission which requires that a highway assessment/scheme is submitted and approved at the reserved matters stage before the development is brought into use. If the gyratory scheme is operational it follows that there will be no need to restrict vehicular movements from this site.

The Transport Assessment also demonstrates that HGV movements from the site are unlikely to occur along Higham Lane. This information has also been reviewed by colleagues in Highways and deemed to be justifiable given the relation between the site and the motorway. Given the proximity of the site to the M1, Highways England have also been consulted and raised no objections subject to a condition, which is incorporated into the officer recommendation.

In considering the engineering operations, conditions are also suggested to require management and mitigation of both on-site and off site impacts, together with location of site compounds, visitor parking etc during operations.

In order to promote use of sustainable modes of transport a travel plan has been submitted and reviewed. The intention is to appoint a travel plan coordinator for each unit who will ensure that adequate provisions are put in place in relation to the provision of Electric Vehicle charging points, secure cycle parking, shower facilities, car sharing schemes, provide loans in respect of public transport season tickets and prepare and submit monitoring reports.

Taking into account the above, the proposal complies with Local Plan policies T3 'New Development and Sustainable Travel' and T4 'New Development and Transport Safety'.

### Air Quality

An operational phase air quality assessment was submitted in support this assessment and EV charging points are proposed in the car parks. Although not located within an Air Quality Management Area, the assessment predicts concentrations within 10% of the air quality objective for year of completion of the proposed development (2024) within AQMA 2A (Dodworth Road) so mitigation is required to assist with emission reduction in AQMA 2A in particular. The Air Quality Officer has no objections on operational phase air quality grounds subject to a condition of an air quality mitigation statement and an informative recommending that all HGV fleets sign up to ECO Stars. The application is therefore considered to be consistent with the aims of Local Plan Policy AQ1.

### Pollution Control

The site and the immediate environment surrounding the two dwellings adjacent already experience very high noise levels from the motorway which lies less than 150m away from both dwellings and forms the northeastern boundary of the site. However, during the

operation phase of the development, although Unit 1 may act as a noise barrier to a degree once erected (following reserved matters approval), the noise sources from the service yard to Unit 1 such as reversing alarms may cause some noise impact to Higham Manor, as the type of noise would differ from the drone of motorway noise.

The Pollution Control Officer considers that the main noise impact would be to the upstairs bedrooms at the adjacent residential properties. In addition to the acoustic fence proposed to the boundary with Higham Manor, a planning condition is also to limit noise levels at the facade of any residential properties. Noise and dust impacts during construction and engineering operations can be controlled by condition. As a result the proposal is considered to accord with Local Plan Policy POLL 1.

#### Drainage and Flood Risk

The Authority's drainage engineer considers the drainage proposals to be satisfactory subject to the imposition of conditions requiring the subsequent agreement of formal details for foul and surface water drainage at reserved matters. Yorkshire Water Authority concurs. As such the application is in compliance with Local Plan Policy CC1.

#### Archaeology and Historic Environment

One objector has raised concerns about the overbearing impact on a historic house (Lane Side Farm) built in 1550AD and in a detailed objection, suggests that the building is a non-designated heritage asset (NDHA) whose historic interest should be taken into account. Whilst the dwelling at Land Head Farm is clearly of some age, it is not a listed building and has been extensively added to and remodelled over time. The Archaeological Desk Based Assessment submitted in support of the application identifies only one NDHA in the area. Historic England and The South Yorkshire Archaeology Unit have both been consulted, and raised no objections, subject to a condition. As a result, the proposal is considered to be in accordance with Local Plan Policy HE6 and the NPPF.

#### Other matters

- Comments were received from objectors about the Local Plan process which reallocated the site from Green Belt to Employment Land. The adopted Local Plan was subject to public scrutiny and public examination by an Independent Inspector on behalf of the Secretary of State who considered that the reallocation of the site to employment land was acceptable. This cannot now be revisited.
- One objector questioned how planning conditions would be monitored with reducing Council resources – informal monitoring is undertaken by impromptu site visits, and investigation if there are any complaints or obvious breaches of condition.
- Insufficient details are provided of the proposed noise mitigation – This is a matter which will be dealt with by condition and further details at reserved matters stage.
- Concerns were raised about the impact of the proposed drainage system on the existing system which serves an existing property. In this case, the drainage system from the dwelling outflows into the application site. This is a matter between the resident and the landowner and is not a material planning consideration.
- Alternative proposals suggested by a third party cannot be considered by the Local Planning Authority. The applicants have made suitable consideration for the impact their proposals would have on the existing residential properties.
- Impact on the adjacent green belt landscape and local wildlife - The site is separated from the Green Belt by Higham Lane to the west, as an allocated employment site the development for employment uses is considered to be acceptable in principle.
- Proposals should not be granted until full plans details have been provided – The applicant has exercised the right that exists within the English planning system which

allows for applications to be made via the outline and reserved matters route. That is not something that can be prevented in planning law terms.

## Conclusion

The proposal is considered to comply with local and national planning policy as it would facilitate economic development to take place on an allocated employment site. Proposals which are in accordance with adopted development plan policies should be approved without delay as required by national policy and planning law. The application has successfully demonstrated that an adequate access can be achieved without compromising highway safety and the link to Capitol Close/Higham Road and without giving rise to severe residual impacts on network capacity taking into account of the planning permission congestion alleviation scheme due to take place at the Dodworth Road/Broadway/Pogmoor Road crossroads, which is regarded as a form of committed development. Nevertheless condition 41 is proposed as a safeguard.

The outline application has adequately demonstrated that the site is of an appropriate size to accommodate the scale of employment development proposed and several design iterations have resulted in an indicative design that is an acceptable compromise between enabling the delivery of much needed commercial units of this size, on a designated employment site, and minimizing the potential impacts on the two residential impacts close by. Its location directly adjacent to the M1 Motorway means that it is ideally located in relation to the strategic highway network. The identified conditions mean that the site would be acceptable from a highways, amenity, drainage, and ecological perspective. The engineering operations to prepare the development platforms would be undertaken over a very short period of time, and conditions are proposed to manage and mitigate any potential impacts on the adjacent residential properties.

Overall it is considered that there are no significant or demonstrable adverse impacts associated with the development which would indicate that a decision should be made at variance from site specific development allocation policy in the adopted Local Plan.

**Recommendation** - Grant a) Outline planning permission with all matters reserved apart from means of access; and b) full planning permission for provision of associated earthworks, both subject to the conditions listed below:-

Conditions 1-12 relate to the Full Planning Permission for the associated earthworks

- 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 amended plans and specifications as approved unless required by any other conditions in this permission:  
11138-100 Location Plan  
11138A-101 REV A Existing Site Plan amended plan rec'd 25/7/19  
11138A-103 Existing Site Sections  
11138A-110 REV D Proposed Masterplan amended plan rec'd 23/7/19  
11138A-113 REV B Proposed Site Sections amended plan rec'd 23/7/19  
11138A-111 REV E Proposed Site Plan  
4173-JPG-SW-00-DR-C-1200 S2 REV P01 amended plan rec'd 23/7/19 Cut/Fill Analysis  
Coal Mining Risk Assessment and Coal Recovery Report dated February 2019 by

JPG

Ecological Phase I Survey Report

Preliminary Ecological Appraisal (update) dated June 2019

Geoenvironmental Desk Study report dated January 2019 by JPG

Arboricultural Constraints and Opportunities by Wardell Armstrong stated February 2019.

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

- 3 Prior to the commencement of development, details of the Engineering operations proposed to be undertaken adjacent to the motorway cutting shall be submitted to and approved by the Local Planning Authority ( in consultation with Highways England). The details shall demonstrate that the operations will be carried out in accordance with the Design Manual For Roads and Bridges, Vol 4 Section 1 Part 2 HD22/08 Managing Geotechnical Risk and Vol 1 Section 1 Part 1 BD2/12 Technical Approval for Highways Structures and shall include but not be limited to:
- 1) the construction details of the retaining wall along the boundary of the motorway
  - 2) details showing that drainage and surface water run off shall not enter the motorway network
  - 3) how the stability of the cutting slope shall be maintained

**Reason: To ensure the development does not impact upon the strategic road network and in accordance with Local Plan Policy T4.**

- 4 Prior to the commencement of the development a noise management plan based on BS 5228-1 2009 Code of Practice For Noise And Vibration Control On Construction And Open Sites shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the measures in the agreed plan shall be implemented for the duration of the operations.

**Reason: In the interests of residential amenity and in accordance with Local Plan Policy Poll1.**

- 5 Prior to the commencement of the development a dust management plan shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the measures in the agreed plan shall be implemented for the duration of the operations.

**Reason: In the interests of residential amenity and in accordance with Local Plan Policy Poll1.**

- 6 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 Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.**

- 7 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 period. of the engineering works 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
- 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.**

- 8 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 and in accordance with Local Plan Policy HE6.**

- 9 No development or other operations being undertaken on site shall take place until the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:
- Tree Protection plan
  - Tree Protective Barrier Details
  - Arboricultural Method Statement

**Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality.**

- 10 Prior to the commencement of development
- 1) a scheme of intrusive site investigations/gas monitoring shall be undertaken by a suitably qualified person to evaluate ground conditions and determine any mining legacy risks
  - 2) The site investigation and subsequent development shall be undertaken in compliance with Construction Industry Research and Information association publication 32 'Construction over abandoned mine workings'
  - 3) A report detailing the finding of the investigations/gas monitoring, including a scheme of remedial works/mitigation, and a timescale for the implementation of any remedial works/mitigation, shall be submitted for approval in writing to the Local Planning Authority
  - 4) Where further stabilisation works are required, details of the further works and a timescale for the implementation shall also be submitted for approval.
  - 5) Once the report and any additional details have been approved, the development shall thereafter be carried out in accordance with the approved details

**Reason: To address potential stability issues as a result of Historic Mining**

**Activities, and in accordance with Local Plan Policy CL1 Contaminated and Unstable Lane, and NPPF Para 178a,b,c and 170 e & f.**

- 11 Within 3 months of the completion of the engineering operations and providing the remainder of the works have not yet commenced, the site shall be seeded with an appropriate basic wildflower seed mix to create temporary grassland.  
**Reason: To minimise dust impacts on adjacent residential properties prior to the commencement of construction activities, in accordance with Local Plan Policy POLL1.**
- 12 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 Local Plan Policy T4 New Development and Transport Safety.**

Conditions 13-41 relate to the outline planning permission for the development of 2no warehouses (floorspace of 9,755m<sup>2</sup> and 7,804m<sup>2</sup>) for general industrial and storage and distribution purposes (use classes B2 and B8) with provision of ancillary office accommodation - Outline with all matters reserved apart from means of access;

- 13 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) 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.**
- 14 The reserved matters submission shall substantially accord with the approved plans and:
- 1) Unit 2 shall be located no closer than 37m from Lane Side Farm measured from indicative window position as shown on approved plan 11138A-111 REV E
  - 2) Unit 2 shall be no higher than 12m to eaves and 14m to ridge as shown on approved plan V11138A- L01 REV A
  - 3) A planted bund shall be proposed of a location, size, extent and planted with species substantially in accordance with approved landscape plan L11138A-L01 REV E
- Reason: To protect residential amenity and in accordance with Local Plan Policy D1 and GD1.**
- 15 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.**

- 16 Prior to the commencement of the development, a scheme shall be submitted for approval in writing to the Local Planning Authority. The scheme shall detail:
1. The route of the proposed construction traffic to and from the site shall be identified on a plan
  2. The daily movement of the construction traffic shall be profiled for each construction phase, identifying the peak level of vehicle movements for each day;
  3. Confirmation that HGV drivers and contractors have been instructed to avoid as far as reasonably possible from accessing/egressing the site during the Strategic Road Network peak hours of 7.15 - 8.15 AM, and 16.45 - 17.45 PM.

**Reason: To ensure construction-based traffic do not adversely impact on the operation of the SRN during the construction phase and in the interests of Highways safety in accordance with Local Plan Policy T4.**

- 17 Prior to the commencement of the development a noise management plan based on BS 5228-1 2009 Code of Practice For Noise And Vibration Control On Construction And Open Sites shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the measures in the agreed plan shall be implemented for the duration of the operations.

**Reason: In the interests of residential amenity and in accordance with Local Plan Policy Poll1.**

- 18 Prior to the commencement of the development a dust management plan shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the measures in the agreed plan shall be implemented for the duration of the operations.

**Reason: In the interests of residential amenity and in accordance with Local Plan Policy Poll1.**

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

- Tree Protection plan
- Tree Protective Barrier Details
- Arboricultural Method Statement

**Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality.**

- 20 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 including decorative displays and facilities for public viewing, where appropriate
- 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.**

- 21 A 2m wide maintenance strip shall be provided to the northeast boundary and thereafter retained for the duration of the development.  
**Reason: To enable maintenance of the site boundary and ensure the development does not impact upon the strategic road network in accordance with Local Plan Policy T4.**
- 22 No development shall take place until full foul and surface water drainage details, 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 in accordance with Local Plan Policy POLL1 Pollution Control and Protection.**
- 23 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 Local Plan Policy T4 New Development and Transport Safety.**
- 24 Upon commencement of development details of measures to facilitate the provision of high speed full fibre broadband for the dwellings/development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.  
**Reason: In order to ensure compliance with Local Plan Policy I1.**
- 25 On commencement of the development, full details of the mitigation and enhancement measures identified in Section 4 of the updated Preliminary Ecological Survey by Wardell Armstrong dated June 2019 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.**
- 26 Upon commencement of development, 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 shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).  
**Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity.**

- 27 Prior to occupation of the buildings/commencement of the use, full details of security 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/commencement of the use and retained as such thereafter.  
**Reason: To protect the amenity of existing residents and species of ecological interest from glare and/or nuisance light in accordance with Local Plan Policy Poll1 and BIO1.**
- 28 During the operational phase of the development, the noise level shall not exceed LAeqt 49 dB, measured at 1 metre from the facade of any residential properties.  
**Reason: In the interests of residential amenity and in accordance with Local Plan Policy POLL1**
- 29 Prior to occupation of the building, a Service Yard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This should consider noise generated from deliveries, loading/unloading activities, along with general service yard activities, and consideration of any mitigation measures required. The development shall be carried out in accordance with the approved details, which shall be retained and adhered to at all times.  
**Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policy POLL1, Pollution Control and Protection.**
- 30 The framework travel plan hereby approved and the plot travel plans to be implemented in accordance with the timetable contained therein shall continue to be implemented for a five year period post occupation of the development.  
**Reason: In the interests of sustainable development and in accordance with Local Plan Policy T3.**
- 31 All surface water run off shall be collected and disposed of within the site and shall not be allowed to discharge onto the adjacent highway.  
**Reason: In the interests of highway safety in accordance with Local Plan Policies T4 New Development and Transport Safety and POLL1 Pollution Control and Protection.**
- 32 There shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works , details of which will have been submitted to and approved by the Local Planning Authority . If discharge to public sewer is proposed , the information shall include , but not be exclusive to the means by which the discharge rate shall be restricted to a maximum rate of 5 litres per second.  
**Reason: To ensure that no surface water discharges take place until proper provision has been made for its disposal.**
- 33 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 Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.**
- 34 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 Local Plan Policy CC2.**

- 35 Details of the proposed external facing materials for the development shall accompany the application for the approval of the reserved matters. The details, specifications and colours shall be shown on the elevation plans accompanying the application and any associated imagery that is submitted in support of the application. Thereafter the development shall be carried out in accordance with the details approved by the Local Planning Authority.

**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.**

- 36 No development shall be commenced until full engineering, drainage and street lighting and constructional details of the street extension and the entrance to Unit 2 hereby approved and to be proposed for highway adoption have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details.

**Reason: In interests of highway safety.**

- 37 Before any industrial unit is first occupied the roads and footways shall be constructed to binder course level from the industrial unit to the adjoining public highway in accordance with details of a completion plan to be submitted and approved in writing by the Local Planning Authority.

**Reason: To ensure satisfactory development of the site.**

- 38 Prior to the first occupation of the development hereby permitted sufficient space shall be provided within the site for pedestrian and bicycle access and egress, for bicycles to park, and motorised vehicles to park, turn and re-enter the highway in a forward gear. This area shall be levelled, surfaced and drained in accordance with a detailed scheme submitted to and approved in writing by the Local Planning Authority and retained thereafter available for that specific use.

**Reason: In interests of satisfactory development and highway safety.**

- 39 Prior to first occupation of the development hereby permitted, details for the provision of electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. These EVCP's shall be installed in accordance with the approved details prior to first occupation of the development and retained thereafter available for that specific use.

**Reason: In interests of promoting sustainable travel opportunities.**

- 40 Upon commencement of development of industrial units a statement detailing air quality mitigation measures shall be submitted to and approved in writing by the Local Planning Authority as per the recommendations detailed within Wardell Armstrong Air Quality Assessment report 001. Thereafter the development shall be carried out in accordance with the approved details.

**Reason: In accordance with Local Plan Policy Poll 1 and site specific allocation policy ES4.**

- 41 The development shall not be occupied for the purposes of the permission until an updated assessment of the development on the local highway network has been submitted and approved by the Local Planning Authority, including any highway improvements, or limitations on vehicle movements to and from the development at

peak times, which may be necessary to facilitate the operation of the use/s. Any requirements of the approved assessment shall be completed within the timescales specified.

**Reason: In accordance with Local Plan Policy T4 New development and Transport Safety.**

