
2019/1013

Applicant: National Grid

Description: Planning application for National Grid's Visual Impact Provision (VIP) project involving the following works: 1) Construction of a new sealing end compound, including permanent access; 2) Construction of a temporary haul road from Brook Hill Lane including widened bellmouth; 3) Construction of a temporary Trans Pennine Trail Diversion to be used for approximately 12 - 18 months; following construction approximately 410m of said diversion surface would be retained permanently; and 4) Erection of two bridges (one temporary and one permanent) along the Trans Pennine Trail diversion

Site Address: Land off Brook Hill Lane, Dunford Bridge, Barnsley, Sheffield

Site Description

The site stretches from Dunford Bridge in the Peak District National Park to Wogden Foot LWS approximately 1.8km to the east. With the exception of the sealing end compounds at either end, the site is linear and broadly follows the route of the Trans Pennine Trail (TPT).

At Dunford Bridge the site extends to the former rail tunnel entrance and includes the existing sealing end compound located behind properties on Don View. Beyond this is the TPT car park and the TPT itself which is a former rail line running from Dunford Bridge to Penistone; now utilised as a bridleway. The site takes in land adjacent the TPT along which a temporary diverted bridleway route is proposed. In addition, Wogden Foot, a Local Wildlife Site (LWS) located 1.8km to the east is included (in part) as the proposed location of a new sealing end compound; construction access to this from Windle Edge also forms part for the application.

The topography is varied across the site. At Dunford Bridge land levels rise steeply into the Peak District with the former rail tunnel cutting underneath the Peaks toward Manchester. The TPT itself is a relatively flat path running along the valley bottom, parallel with the River Don. Land levels rise at varying gradients to the northern and southern sides with Wogdon Foot, an area of scrub, grassland and woodland, located to the north of the TPT and south of the River Don i.e. in the valley bottom.

Much of the land immediately to the north along the TPT is farmland and is located outside the National Park. To the south and east of the site is the National Park Boundary with the associated moorland landscape.

Powerlines

The existing 4ZO 400kV overhead line connects Stalybridge, Stocksbridge and Thorpe Marsh 400kV substations. The VIP Subsection runs eastwards from the existing Dunford Bridge Sealing End Compound (SEC) near the eastern entrance of the Woodhead Tunnel (Pylon 4ZO164R). It crosses the Peak District National Park boundary and continues north over the Upper Don River and the Trans Pennine Trail, south of the hamlet of Townhead towards Castle Hill. The VIP Subsection proposed to be rerouted underground is approximately 2km in length.

Proposed Development

The proposal is one of four National Grid Visual Impact Provision projects which aim to make use of a £500 million provision from Ofgem to place existing overhead transmission lines underground in nationally important landscapes in England and

Wales. The overall aim is to help reduce the visual impact of existing electricity transmission infrastructure in English and Welsh Areas of Outstanding Natural Beauty (AONBs) and National Parks.

This particular proposal aims to reduce the visual impact of National Grid's overhead line in and around the village of Dunford Bridge. National Grid state that they chose this section as the removal of the pylons was identified by an independent landscape study as having some of the greatest beneficial impacts on landscape and visual amenity.

The proposed development comprises following main elements:

- Removal of the existing Dunford Bridge Sealing End Compound (SEC) to a depth of 1.1m below ground level. The existing tunnel shaft cap will be lowered, and mounding created over the shaft for landscaping purposes. Gabion baskets (of approximately 1m in height and width) will be used to protect the shaft from any vehicle access;
- Removal of the existing VIP Subsection including eight pylons (one of which will be replaced) and 2km of OHL;
- An underground XLPE cable of approximately 1.8km beneath the route of the Trans Pennine Trail from the entrance of the Woodhead Tunnel to a proposed new SEC;
- Construction of a new SEC within Wogden Foot Local Wildlife Site (LWS) and a separate replacement tension pylon located approximately 40m north east of the SEC on the northern side of the River Don, close to the location of the existing pylon 4ZO157. Within the SEC the circuits will terminate onto two full tension gantries to connect the Cable Corridor to the remaining existing OHL. A permanent access off the Trans Pennine Trail will be required to the proposed SEC;
- Temporary laydown areas, access tracks (including from the highways of Windle Edge and Brook Hill Lane), to the pylons to be removed and along the Trans Pennine Trail to the SEC at Wogden Foot as well as site offices to facilitate construction activities; and
- Construction and removal of a temporary Trans Pennine Trail diversion for use during the construction phase of the Proposed Project. The diversion will involve the use of two bridges, one being a permanent replacement of an existing bridge; the other a temporary bridge to cross over the River Don. The diversion is proposed in farmland immediately north of the River Don.

Not all aspects of the proposed development require planning permission as National Grid have access to a range of permitted development rights. This is covered in more detail in the assessment of the proposed development later in this report.

Planning History

This section of the Trans Pennine Trail and the Woodhead tunnels formerly carried a Trans-Pennine rail link (commonly known as the Woodhead Route) between South Yorkshire and Manchester. The line catered for passenger service and freight (predominantly transporting coal from the Yorkshire Coalfields to help power homes

and industries in Manchester and beyond). The Woodhead Route originally included two Victorian tunnels but when the decision was made to electrify the route it was established that the tunnels were too narrow to accommodate the planned electrification and in 1953 a third tunnel opened.

In the 1960s, rather than building a new overhead power line across the moors, high-voltage power cables were then installed in the disused Victorian railway tunnels to bring new electricity supplies to the Manchester from power stations east of the Pennines.

Passenger services ran along the route until the 1970s and although the line continued to be used for freight, the last train ran in 1981. By 1996 planning permission has been granted for the footpath, cycleway and horsetrack to facilitate the construction of this section of the TPT. Work started on the trail in 1999 and by 2001 it was official opened.

Around the turn of the century, proposals to re-open the tunnels and railway line also began to emerge but, by this time, the cables laid in the 1960s were approaching the end of their life and due for replacement. National Grid had already purchased the 1950s tunnel and due to a combination of the deteriorating condition of the older tunnels and the lack of space to install new cables whilst keeping the existing ones live, they proposed to lay the replacement cables in the 1950s tunnel. This was met with fierce opposition but in 2007 the Government Office for the East Midlands declined to intervene and in 2012 the new cables were completed. A year later the Victorian Tunnels were then sealed with the then Transport Minister, Stephen Hammond, concluding that a new tunnel would be a better option if the route should ever be used again for rail traffic but that the Hope Valley route had the capacity to accommodate foreseeable growth.

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 3rd 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 crosses the boundary with the Peak District National Park and Barnsley Metropolitan Borough Council (BMBC). Within BMBC it is allocated as Green Belt with the Wogden Local Wildlife Site also identified on the Policies Map.

Local Plan Policy GB1 applies and seeks to protect the Green Belt from inappropriate Development in line with National Planning Policy.

Local Plan Policy BIO1 also applies, seeking to protect and improve habitats species and site ecological and geological value with particular regard to designated wildlife sites such as LWS's.

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
T1 Accessibility Priorities
T2 Safeguarding of Former Railway Lines
T3 New Development and Sustainable Travel
T4 New Development and Transport Safety
T5 Reducing the Impact of Road Travel
D1 High Quality Design and Place Making
G11 Green Infrastructure
GS2 Green Ways and Public Rights of Way
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

SPDs

Biodiversity and Geodiversity
Heritage Impact Statements
Trees and Hedgerows

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 relevance to this application include:

C.8, Promoting Healthy and Safe Communities – recognises the importance of safe and accessible green infrastructure in achieving healthy, inclusive and safe places. Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights or way networks including National Trails.

C.9, Promoting Sustainable Transport –

Para104. Planning policies should (amongst others):

- identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; and

- provide for high quality walking and cycling networks and supporting facilities such as cycle parking.

Para.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.

C.13 Protecting the Green Belt – great importance is attached the Green Belts with inappropriate development being by definition harmful and not approved except in very special circumstances.

C.15 Conserving and Enhancing the Natural Environment –

Para.170 – planning policies and decisions should contribute to and enhance the natural and local environment by (amongst others)

- protecting and enhancing valued landscapes, site of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Para.172 – great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks which have the highest status of protection in relation to these issues. The scale and extent of development within these designated areas should be limited. Planning Permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such application should include an assessment of:

- The need for the development, including in terms of any national considerations and the impact of permitting it, or refusing it, on the local economy.
- The cost of and scope for developing outside of the designated area or meeting the need for it in some other way; and
- Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

Para.175 – when determining planning applications, if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or as a last resort compensated for then planning permission should be refused.

180 & 181 – Pollution and Air Quality Impacts

Planning Practice Guidance

The Planning Practice Guidance underpins the policies in the National Planning Policy Framework (NPPF) providing additional guidance with regards to (amongst others):

- Green Belts and factors which can be taken into account when considering the potential impact of development on the openness of Green Belt, including: visual and spatial impact, duration of development and activity such as traffic generated by development.
- Natural Environment and the importance of green infrastructure and how it can be considered in planning decisions. Biodiversity, geodiversity and ecosystems and applying the hierarchy approach to applications alongside calculating net gain. And conserving and enhancing landscapes together with the importance of National Parks and ANOBs in landscape terms.
- Open space, sports and recreation facilities including the importance of Public Rights of Way in promoting sustainable travel and their role in health and wellbeing.

Transport for the North – Strategic Transport Plan

Transport for North (TfN) is a statutory body of elected leaders and a partnership of business leaders from across the whole of the North of England who collectively represents all of the region's 15 million citizens.

The Strategic Transport Plan, which has a horizon to 2050, seeks to drive major improvements in strategic connectivity throughout the North, taking a pan-Northern view for the first time. The plan includes a vision for '*a thriving North of England with world class sustainable economic growth, excellent quality of life and improved opportunities for all*'. There are 4 objectives underpinning this vision relating to: economic performance; increased efficiency, reliability, integration and resilience in the transport system; improving inclusivity; and promoting and enhancing the built, historic and natural environment.

With regards to rail, the Strategic Plan refers back to the Revised Draft Long Term Rail Strategy (2018) as setting out TfN's guiding principles for rail and an integral part of the Strategic Transport Plan. The principle intervention in the next 5 years will be rail enhancements to the Transpennine Route upgrade.

Rail enhancements are identified to cater for an increase in rail demand by up to four times the current level, with the greatest growth in demand between the large urban centres in Greater Manchester, Liverpool, Sheffield, Leeds, Hull and Humber, the North East, and the North of Tyne. This forecast is driven by demand analysis which suggests an increase in high-skilled workers who are higher paid and more likely to commute and travel longer distances; in conjunction with knowledge intensive jobs having a higher propensity to locate in urban centres.

The Long Term Rail Strategy sets out to deliver high quality rail services right across the North, with more frequent and better integrated services, faster journeys and improved reliability on modern trains, with high quality facilities alongside an efficient and attractive rail freight offer.

The Plan sets out The Northern Powerhouse Rail Development Programme as considering a number of options including significant upgrades along the corridor. The preferred option was included in a Strategic Outline Business Case agreed by northern leaders to utilise the existing Hope Valley Line between Sheffield and Manchester (via Stockport). Such an upgrade would improve frequency from 2 trains to 4 per hour and a reduction in travel times from 49-57minutes to 40 minutes. TfN

has since been awarded further funding to refresh and update the SOBC but again based on the Hope Valley line being upgraded.

Sheffield City Region (SCR) Transport Strategy & Integrated Rail Plan

The SCR Transport Strategy sets out how the City Region intends to better connect our major urban and economic centres to enable the better flow of people, goods, businesses and ideas across the City Region, as well as promoting our rural and visitor economies. The Strategy is underpinned by three goals:

- Residents and businesses connected to economic opportunity
- A cleaner and greener Sheffield City Region
- Safe, reliable and accessible transport network

The Integrated Rail Plan is intended to serve as the implementation plan for rail within the Transport Strategy and sets out interventions, business case development and feasibility work during the period 2019-2024. These include:

- Line upgrades and new stations related to HS2 and Northern Powerhouse Rail (NPR),
- Station upgrades and line improvements on other parts of the Network, including the Hallam line between Meadowhall and Leeds via Barnsley and Wakefield Kirkgate and station improvements at Barnsley to provide an hourly London Service via Sheffield Midland
- Better utilisation of under-used lines and re-opening of former lines including feasibility of reintroducing passenger services on the Don Valley with new stations and an extension from Deepcar to Penistone.

Barnsley Transport Strategy 2014-2033

Sets a transport vision to support the Council's strategic vision for a brighter future and a better Barnsley. The Transport Vision sets 4 key priorities:

1. Promote Economic Growth and Strategic Connections;
2. Promote Inclusion, Accessibility, and Better Quality of Life;
3. Promote High Quality Natural Environment, Local Air Quality and Climate Change;
4. Promote Safety, Security and Health.

Priority 1 is the most relevant, drawing on the accessibility priorities in the Local Plan as set out in Policy T1 and the supporting text, the Transport Plan identifies delivery priorities. These are:

- South Yorkshire Intelligent Transport Systems (syITS),
- Better Public Transport Connectivity,
- Public Transport Infrastructure to unlock Sustainable Regeneration,
- Selective Investment in the Strategic Network,
Core Network Management Processes

Improved transpennine connections to Manchester are identified in the transport plan, as is support for High Speed Rail.

Barnsley Rail Vision 2018

The Rail Vision pre-dates the SCR Integrated Rail Plan and the majority of the asks within the Rail Vision have found their way into the SCR Rail Plan. These include two trains per hour between Barnsley and Huddersfield and promotion of a mass transit route between Penistone and Sheffield.

Consultations

PROW – No objection, subject to the TPT Management Plan being conditioned. The Trans Pennine Trail is a bridleway and is available for horse riders and bicycles. A temporary closure order will be required to cover the temporary diversion of the TPT, at cost. The vehicular access to the site runs across Dunford footpath no. 11. It has been agreed that this path can remain open with temporary gates during works, however, a separate temporary closure order will be required during construction of the access road.

Trans Pennine Trail - Until the sustainable transport offer within this development is enhanced the Trans Pennine Trail cannot support this application and therefore objects. The TPT is still extremely concerned about the intention to only provide the diversion on a temporary basis. The TPT objects to this decision by National Grid. Nationally the Trail will not receive any 'gain' as part of these works and the provision of another route from the car park would provide an extremely valuable opportunity to provide a circular route that can be used by everyone both locally and nationally.

Highway Structures – Both bridges will be used during the construction stage by members of the public due to the TPT diversion and therefore, the proposer needs to submit an Approval in Principle (AIP) to Barnsley MBC and to receive endorsement of the AIP before proceeding with any design, subject to the planning permission. The completed design cannot be implemented until Barnsley MBC is in receipt of certified confirmation that the implementation documents are accurate and fully in compliance with the requirements of the AIP.

Natural England – Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

Biodiversity – Objects to the proposed for the following reasons:

- Failure of the applicants to apply the NPPF guidance (s175a) to apply the 'mitigation hierarchy' on the grounds that the entire project could be 'avoided';
- The Local Plan policy BIO1, Biodiversity and Geodiversity, has not been followed with respect to the requirement to avoid harm to non-statutory sites (Wogden Foot Local Wildlife Site); and
- The Local Plan policy GI1, Green Infrastructure, has not been followed with respect to protecting the strategic River Don Valley Corridor which the Proposed Site sits wholly within.

However, should officers be minded to approve the application then the Biodiversity Net Gain Assessment is satisfactory and proposals for the Banks Renewables site, as set out in the document, should be secured. In addition, additional surveys and mitigation measures as set out in the Potential Areas for Willow Tit Enhancement in the East of Wogden Foot LWS and an updated CEMP should be secured by condition.

Yorkshire Wildlife Trust – Whilst we appreciate the work that has been put into the proposals by National Grid and their ecologists to resolve our concerns, we feel there are numerous issues which remain outstanding.

As previously stated, we would like to highlight that we still have significant concerns over the appropriateness of this development due to the significant, avoidable impacts upon biodiversity and hope these concerns are taken into serious consideration by the LPA.

In summary, we do not agree that the impacts upon a Local Wildlife Site (LWS) have been appropriately justified, nor have the landscape scale impacts of works along the Trans Penning Trail (TPT). The potential extinction of local populations of willow tit *Poecile montanus*, our most threatened resident bird, is still of great concern to the Trust and with the current information provided we do not have confidence that this population will be protected. Along with a number of other uncertainties, we do not feel there is sufficient information to demonstrate that there will be no permanent loss of biodiversity as a result of the proposals.

CPRE – The Campaign to Protect Rural England (CPRE) South Yorkshire and Friends of the Peak District welcome the opportunity to respond to, and strongly support, this planning application.

Drainage – No objection, however, the attached plans show the Erection of two bridges (one temporary and one permanent). This will require Ordinary Watercourse Consent from the LLFA. In addition, conditions to secure detailed drainage arrangements are requested.

Environment Agency - Due to the nature and location of these works the Environment Agency does not have any comments with regards to flood risk.

Peak District National Park (Landscape Officer) – The proposed scheme significantly reduces adverse landscape and visual effects within the National Park and on the setting of the National Park and creates an enhanced 'gateway' to the Park for the people of Barnsley / edge of Kirklees.

Sheffield City Region – As the Strategic Transport Authority for South Yorkshire, we need to be mindful of the impact of this proposal on longer term strategic transport options for both South Yorkshire and the wider North of England. In the context of this, it is important to note that the proposal to bury electricity cables in the track bed of the former Sheffield – Manchester railway via Woodhead is likely to preclude the re-opening of this line in the future. Overall national grids proposals for the dis-used Woodhead Rail lone are not in conflict with SCR's or TfN's current transport projects but may have a bearing on longer term plans, should they emerge, for introducing new lines between Sheffield and Manchester. However, at this stage no well-developed or adopted plans for this exist at TfN and SCR's long term ambition is not sufficiently developed to delay this project given its advanced stage and support.

SYMAS – The area lies away from Coal Mining referral zones as it is westwards of the lowest known workable coal seam of our coalfield – which means it is very unlikely that there are any issues in terms of mining legacy. As such we have no objections or further comments to offer for the proposals.

Highways England - Having reviewed the information provided, it is considered that the information resolves the issues we had with the transport elements of the planning submission. No objection.

Yorkshire Water – No objections subject to a suitable condition. There is a considerable amount of our infrastructure located with the development area. However, the developer is liaising with YW with respect to mitigating any impacts and so we are happy for the matter to be controlled via condition.

Representations

The application has been advertised by neighbour letters, site notices and a press advert.

In total 56 responses have been received, of which 18 have come from groups and 38 from individuals. These are broken down as follows:

10 are supportive of the application (4 individuals and 6 groups)
46 are objecting (32 individuals and 12 groups)
2 comments neither object nor support the proposal.

Of the 38 individual comments:

The 4 supportive comments are in favour of the proposed and the landscape benefits which will arise from it. Two of the comments are from members of the Stakeholder Advisory Group, 1 is from a local business which supports the proposal but raises some concerns that the impact on their business during the construction period has not been properly accounted for and 1 is from the former MP Angela Smith who is supportive of the principle subject to consideration of the technical detail of the application.

The 32 objections raise the following concerns:

- The impact on the potential to reopen the rail line as a result of undergrounding cables on this former route.
- Support for the proposed re-opening of this line generally and in association with the Grand Northern Proposals.
- People are used to the pylons as they have been there so long which limits the benefits of the scheme.
- BMBC have declared a climate emergency and rail travel is an important factor in reducing CO2. In addition, the construction works will harm the environment and impact on CO2.
- The proposed will impact on wildlife in Wogden Foot and along the TPT wildlife corridor.
- The impact on residents during the construction process in relation to noise, dust, traffic and general disruption.
- The scheme is not worth the financial cost to customers.
- Disruption to trail users and residents.
- The new SEC will impact on nearby resident's views.

In addition, the following summarises the comments from the various groups who have commented:

Supportive

Campaign for National Parks – Strong support for this application which provides a significant opportunity to enhance the landscape character and visual amenity of this part of the Peak District National Park and its setting.

Snowdonia National Park Authority – support the principle of the application which is of national significance in providing landscape improvement to our designated landscapes.

Ramblers – Supportive of the proposed undergrounding of overhead line and removal of pylons as significantly enhancing the character of this important landscape for the benefits of walkers and other enjoying the outdoors.

South Yorkshire and North East Derbyshire Rambles - Comment in favour of this application on behalf of the South Yorkshire and North East Derbyshire Area of the Ramblers. The existing pylons and the Line end compound above Dunford Bridge are an eyesore. Moving the compound to Wogdon Foot will to a great extent make it a better experience for both locals and visitors. The proposal will when completed improve the area for both visitors and local wildlife. The Trans Pennine car park in Dunford Bridge will be improved and compliment improvements to the Public House; in turn generating employment.

NAAONB – National Association for Areas of Outstanding Natural Beauty strongly supports this application. The special landscape qualities of the Peak District National Park at Dunford Bridge were central to this location being selected as one of only four projects in the first round of this nationally important landscape enhancement programme. Its selection followed an extensive survey by one of the UK's leading landscape architects, Professor Carys Swanwick of Sheffield University which identified the section of overhead line as having among the worst visual impacts on the landscape anywhere in England and Wales. Their removal therefore would have huge benefit for the landscape, enhancing its character as well as improving visual amenity and tranquillity.

National Trust - Strongly commend the VIP's ambition to enhance the natural beauty of the nation's special places, our Areas of Outstanding Natural Beauty (AONBs) and National Parks. Whilst the National Trust does not own land that is directly affected by this development, land that we look after for the Nation at Derwent and Howden Moors within the Peak District, lies in the vicinity and is within the 5km radius for Landscape and Visual Impact assessment purposes.

In the vicinity of the development itself, we agree with the EIA conclusions that major beneficial landscape and visual effects are likely to arise once the development is operational for users of the cycle networks [NCN 62 and NCN 68] and for the users of the Transpennine Trail from the removal of the existing infrastructure

In summary we strongly support the removal of the existing infrastructure which has significant adverse impacts on the setting of the Peak District National Park provided that decision making authorities are content that the scheme does not generate any other unacceptable impacts such as impacts on ecology, archaeology or the Trans Pennine Trail.

Objecting

Barnsley Biodiversity Trust – Object to the development. There is a strong presumption against development within Local Wildlife Sites (LWS) such as proposed in Wogden Foot LWS in the Local Plan Policy on Biodiversity.

The proposal needs to demonstrate that there is evidence of an overriding public benefit that outweighs the adverse impacts on the Local Wildlife Site within the River Don/Trans Pennine Trail habitat corridor. In our view it does not do that.

We recognise that the proposals as set out in the planning application documentation contain a number of activities to avoid, reduce or mitigate harm to the habitats and wildlife of the area in and around the development site.

In our view however the proposed mitigation is not ambitious enough in this regard, nor in the need to enhance and provide net gains in biodiversity. The adverse impacts on the Local Wildlife Site and the River Don/Trans Pennine Trail habitat corridor are not sufficiently mitigated or compensated for.

Grand Northern – The restoration of the Woodhead Railway line will, to all intents and purposes follow the route of the original alignment which is now of course the Pennine trail. We are fully aware of the sensitivity of using the trail and will do our utmost to ensure that a public bridleway is maintained alongside the railway. It is our intention to upgrade Penistone, at the edge of the Barnsley/Sheffield conurbations, and Dinting, on the outskirts of Greater Manchester, railway stations to become mini hubs. This will provide for local traffic and Manchester to Sheffield fast trains which will call only at Dinting and Penistone. Our costings so far indicate that we can restore the railway for £1.25 Billion based on a re-boring of each of the Victorian Tunnels. This equates to £31.25 million per mile, whereas HS2 is currently expected to cost the Tax Payer £250 million per mile. Such are the financial gains and advantages from re-opening existing transport corridors which have not been breached since their closure.

It is recognised now that on its own Hope Valley line will not only fail to cope with the expected increase in East West traffic both freight and passenger, it is a diesel line emitting CO2 and associated toxic carcinogens. Conversely, a re-opened Woodhead line will be fully electrified as it was previously. Further, the topography of the line lends itself perfectly to the use of dynamic braking to generate electricity from braking during the downward leg of the journey.

High Speed UK - We are writing to express our grave concern at the current proposal (your reference 2019/1013) to bury National Grid cables in the trackbed of the former Woodhead line near Dunford Bridge. This proposal will have the effect of blocking a vital transport corridor of both regional and national importance, and it will in particular prevent the restoration of Woodhead as the primary transpennine railfreight corridor of the Northern Powerhouse.

We would therefore ask that Barnsley Metropolitan Borough Council:

- Defer any decision on the National Grid proposal to bury cables in the Woodhead trackbed, on the grounds that the application is premature; the necessary studies to determine the full 'opportunity cost' of the National Grid proposal (in particular its impact on future rail restoration and potential modal shift from high-emitting road to lower-emitting rail) have so far not been undertaken.

- Suggest to National Grid (and other associated parties) that alternative strategies to bury electricity cables along alternative routes should be fully explored.
- Make appropriate representations to National Grid, Transport for the North and other relevant bodies to establish a wide-ranging Inquiry into the full transport potential of the Woodhead corridor, as outlined above.

Rail Freight Group - We are aware of the Grand Northern proposals to re-open the Woodhead route for passenger and freight traffic. We would be concerned if any aspect of this application made that re-opening more difficult or costly at any future point in time and ask that you take this into consideration when assessing the application.

Railfuture - In our view, this application is in conflict with the Climate Change Act 2008. The proposals will make it more difficult to restore rail services on the former "Woodhead Line". Transport is a major contributor to UK carbon emissions; currently it accounts for some 36% of such emissions. It is essential that this is reduced, and quickly. The UN Intergovernmental Panel on Climate Change (UNIPCC) has said that we have until 2030 to take the necessary actions to limit future global warming to 1.5C. The transfer of very significant volumes of freight and passenger traffic onto the railways has to be a key part of how the UK meets its carbon reduction obligation. This is because rail travel, especially on an electrified railway, produces much less carbon emissions than moving the equivalent number of people or tonnage of freight by road. An expanded railway network is essential and reopening the railway via Woodhead is a key component of this.

Langsett Parish Council - Langsett Parish Council would like to raise concerns regarding the probable increase in heavy traffic which would result from the above application, using the A616(T) through Langsett.

Langsett Parish Council would welcome Traffic Management Plans being put in effect, to alleviate any effect from the probable increase in heavy traffic, which would include Gilbert Hill as well as the A616.

Sheffield Climate Alliance – Sheffield Climate Alliance is an alliance of organisations and individuals who are pressing for fair and effective action to tackle climate change. We object to the above referenced planning application. The work proposed is an integral part of a project that involves the burying of electrical cables beneath the former track bed of the Woodhead Railway. This would seriously obstruct any possible future work to re-open the railway. We believe that there is a compelling case for keeping this option open because Transport for the North (TfN)'s current strategy for increasing connectivity between Manchester and Sheffield is not viable, as it seriously fails to address climate change.

British Horse Society – The Trans Pennine Trail is a public bridleway that also incorporates a national cycleway (NCN 62). However, its legal status is that of public bridleway. It's used by riders, cyclists, walkers and disability scooter users. It's a very popular route for horse riders, who tend to incorporate it into circular rides where possible. These circular rides will, by necessity, include the local road network as riders need to use roads in order to access the TPT and other local bridleways. Therefore, as extremely vulnerable road users, it's of paramount importance that horse riders are taken into consideration when planning traffic management for construction purposes. Insufficient consideration has been given to the needs of horse riders within these proposals and until this has been addressed, I object to this application.

Don Valley Railway – I write on behalf of Don Valley Railway to OBJECT to the proposal to install underground high voltage electricity cables along the alignment of the former trackbed of the Woodhead Rail Line between Dunford Bridge and Hazelhead. We will remove our objection if it can be adequately demonstrated the proposal does not compromise the potential to reinstate an effective Trans-Pennine rail route via Woodhead. To achieve this the developer should agree a suitable rail alignment with the rail authorities and/or demonstrate that their plans do not adversely affect this.

Halifax and District Rail Action Group (HADRAG) - I object to the planning application by National Grid associated with the proposal to put electricity cables in the track bed of the former Woodhead railway route on the following grounds. The most important point is (a): (a) The route through Woodhead Tunnel must be retained for potential reopening as a railway tunnel. This would be used for a new strategic route between Greater Manchester and South Yorkshire providing much needed passenger and freight capacity.

Woodhead Railway Heritage Group - Objection to National Grid utilising the former trackbed of the Woodhead Railway to bury cables, due to the increase in passenger travel and to utilise the railways to move freight from our heavily congested roads back on to the railway, the government now need to look at reopening this line. The Grand Northern Group are looking to utilise the Woodhead Railway line as part of their plans to have RoRo trains operating to ease traffic congestion over the A628 Woodhead road and increase the across Pennine passenger services. The £500m expenditure to just bury cables could be far better used to invest in reopening the Woodhead Railway to which is very much needed to allow increase in cross Pennine rail travel and RoRo trains taking freight off the roads. The Pylons have now been around for some 50 years now and are very much part of our country scene and in some cases are now listed structures, therefore reopening in the Woodhead Railway is far more important and much needed to support the communities of the Woodhead route rather than burying overhead power cables.

Sheffield Green Party – Supports the principle of improving visual amenity within our national parks. However, in this case, a more important factor overrides that benefit of the scheme. In recognition that we have a climate emergency, SGP supports Sheffield City Council's intention to ensure Sheffield is zero carbon by 2030. To achieve this ambitious target, very rapid cuts in greenhouse gas emissions will be required. A major shift from road transport to rail, which has much lower per-traveller emissions, will be required. This planning application is part of a project that involves burying high-voltage cables beneath the track-bed of the former Woodhead Railway. If reinstated, this rail route would provide greater connectivity between Manchester and Sheffield by an alternative to increased road travel.

In March 2020 a second consultation was undertaken to reflect changes in the redline at access point AP7 and the submitted Biodiversity Net Gain Assessment. 8 further objections and 1 letter of support from residents have been received alongside objections from Friends of the Woodhead Line Group, Don Valley Railway and Robert Langen MP rising concerns about the impact on any future plans to reopen the Woodhead rail line and a further objection from Barnsley Biodiversity Trust to the impacts on wildlife.

Assessment

The existing SEC to be removed sits above Don View in Dunford Bridge and is prominently located on this hillside in the Peak District National Park (PDNP). Linking to this, the high voltage lines extend along 2 pylons to be removed which are located within the PDNP. These aspects of the development fall under the jurisdiction of the PDNP and have been recommended for approval by them (application ref: NP/B/0819/0885).

The remainder of the high voltage lines and pylons to be removed, the temporary diversion of the TPT, of which 410m will be retained permanently to replace the existing access for YW and a local landowner, and the proposed temporary construction / haulage route from Windle Edge down to Wogden Foot are in the Green Belt as identified in the Barnsley Local Plan. In addition, the new SEC is in the Green Belt and within Wogden Foot Local Wildlife Site (LWS).

Finally, the proposed undergrounding of the new lines is permitted development and therefore does not require planning permission. However, it runs along the TPT which is a safeguarded former railway line under Local Plan Policy T2. This policy is applicable to the application because the undergrounding works cannot be completed without relocating the SEC.

Given that the proposal is justified on the basis of the alleged landscape benefits but that the site lies within the Green Belt and includes a local wildlife site and safeguarded former railway alignment now forming part of the TPT, the main issues are:

1. The extent of the landscape benefits
2. The impact on the Trans Pennine Trail
3. The impact on possible reinstatement of the railway line and the likelihood of such reinstatement
4. The impact on the local wildlife site and whether the scheme provides net biodiversity gain
5. Whether the proposal constitutes inappropriate development in the Green Belt and if so, whether very special circumstances exist
6. Climate change implications

The proposal also gives rise to other considerations as set out after the first four of these main issues have been considered:

1. The extent of the landscape benefits

The applicant has provided a detailed Landscape and Visual Impact Assessment (LVIA) with the planning application. The methodology for this is based on guidance set out in GLVIA3 and input has been included from various stakeholders. Overall the approach is robust with sensitive receptors and subsequent viewpoints identified through a 3km and 5km ZTV and agreed with the PDNP's Landscape Officer.

The existing landscape value is identified as being high or medium across the study area with the Overhead Line (OHL) and SEC impacting negatively on landscape value, reducing it to medium value in the affected landscapes. In addition, the visual impact of the OHLs and existing SEC is identified as having an impact on landscape value associated with local communities and recreation users in the areas where they are visible, particularly Dunford Bridge but also Carlecoats, Townhead and

Millhouse Green alongside Thurlmoor Camping and Caravan Site the TPT and wider PROW network.

Overall the landscape impact of the removal of the SEC, 8 pylons and associated OHL is assessed as major beneficial across the majority of the landscape area with the impact in some less sensitive areas reduced to minor beneficial. The scale and visibility of the infrastructure across the landscape and, in particular, in the more sensitive PDNP is such that this conclusion is supported.

The LVIA acknowledges that the project itself will have some negative landscape and visual impacts both during construction and in the long term. Construction impacts range from negligible to moderate adverse in more sensitive or visible landscapes. However, they are temporary and can be mitigated through reinstatement of landscapes. Longer term, the removal of trees and changes to topography along the TPT route, as a result of the easements required for underground cables and associated with the relocation of the SEC, will have a negative landscape impact which is moderate adverse in parts, reducing to minor adverse by year 15 of the operational phase. This impact is mitigated by the nature of the landscape which is already affected by human intervention making it less sensitive and, in Wogden Foot through replacement planting to screen the SEC.

The temporary TPT diversion is assessed as having a very low impact on the landscape. This is in part because the majority of the route is outside of the PDNP and runs through existing farmland where levels of activity and human influence are higher. This is accepted and it is noted that the route runs, in part, along an existing farm access track utilised by a local farmer and Yorkshire Water. It runs along the valley bottom, adjacent the existing TPT and will have limited visual or landscape impact.

Overall, the proposed development will have largely positive landscape impact as a result of the removal of the SEC in Dunford Bridge and of 8 pylons with associated OHLs. The assessment of this impact is major beneficial within the PDNP and wider area. Local Plan Policy LC1 does not allow development which would be harmful to the special qualities of the PDNP and it is accepted that this development complies with this aspect of the Policy. LC1 also requires development to retain and enhance the character and distinctiveness of the Landscape Character in which it is located. As stated, there will be some negative impact on the landscape character along the TPT and in Wogden Foot, contrary to this aspect of the policy. However, the impact reduces to minor adverse and is largely assessed as being negligible across the development in the longer term. Detailed photomontages are provided to demonstrate this and the conclusion is supported. Therefore, the overall landscape benefits are judged to outweigh this limited harm and, allowing for paragraph 172 of the NPPF which applies great weight to conserving and enhancing landscape beauty in National Parks Local Plan Policy LC1 and parts of D1 is complied with.

2. The impact on the Trans Pennine Trail

Although the Trans Pennine Trail team have objected to the planning application, there will be no long-term impact on the route as an important cycleway and the wider benefits of this to communities. Disruption would be unavoidable during the construction phase and is mitigated in part by a diversion of the TPT and the construction of a temporary haulage road for around 18 months. On completion of construction, the diverted TPT route and the haul road will be remediated, this includes the removal of one of the two bridges proposed along the TPT diversion route. This can be secured through conditions and appropriate legal agreements.

The second bridge will remain permanently along with an access from Windle Edge to this bridge. This replaces the existing farm track along here and bridge which is used by the landowner to access farmland and an existing facility owned by Yorkshire Water. As this broadly follows the line of the existing access the impact on the Green Belt is reduced.

Thereafter, National Grid would require permission from Barnsley Council to undertake maintenance work and so there will be a mechanism to ensure users are not excessively impacted by any such maintenance.

In their consultation response, the Trans Pennine Trail team allude to a lack of direct benefits arising from the scheme but it has been established that the removal of the pylons will have a substantial benefit on the landscape and, by definition, those living and working within view of the pylons or travelling through the landscape. Users of the Trans Pennine Trail would therefore stand to benefit from the removal of the pylons.

3. Implications for possible reinstatement of the railway line and the likelihood of such reinstatement

The location of the underground lines along this route will impact on any potential future reinstatement of this route as a railway because rail infrastructure cannot be placed on top of the undergrounded cables. On this basis objections have therefore been received from various rail groups.

Local Plan Policy T2 safeguards land within and adjacent to existing and historical rail alignments to accommodate the potential reinstatement of former strategic railway lines. The routes are shown on the Policies Map and this includes the TPT between Penistone and the Woodhead Tunnels at Dunford Bridge. The fact the proposal conflicts with the policies weighs against it but to establish the weight afforded to it in the overall planning balance it is necessary to consider the likelihood of the line being brought back into use, particularly within the minimum 40 year lifespan of the cables.

Some of the rail groups that have commented on this application have referred to a proposal by a private company to open the rail line. However, no evidence has been provided to demonstrate that this proposal is progressing and no Strategic Outline Business Case appears to exist. It is recognised that various other groups have also been lobbying for re-opening of the Woodhead line since its closure. However, in 2013 the then Transport Minister stated that “if an additional rail route was ever required between Manchester and Sheffield, it is unlikely that even the modern tunnels would be suitable for reuse and, given advances in tunnelling technology even since 2008 as witnessed by Crossrail, the best solution is most likely to be the construction of a new tunnel.”

In contrast it is apparent that Transport for the North (TfN) have clear momentum behind NPR, with northern leaders agreeing to a draft Strategic Outline Business Case in 2019 and £75m in funding being awarded to develop this business case further. This includes upgrading the Hope Valley line to provide line speed and frequency improvements to cater for growing passenger and freight demand on the route. NPR is key to TfN's Strategic Transport Plan, which covers the period to 2050. Although TfN have not formally commented on this planning application they did confirm at the pre-application stage that the Woodhead route is not part of their current plans. Officers of the Council are in regular dialogue with TfN regarding the

Sheffield to Leeds section of NPR and it is clear through that nothing has changed since they confirmed Woodhead does not feature in their plans to 2050.

Sheffield City Region (SCR) have also confirmed that the focus for trans-Pennine rail improvements between Sheffield and Manchester is the Hope Valley line. Within the recently adopted Sheffield City Region Integrated Rail Plan, they have committed to feasibility work to explore re-introducing passenger services on the Don Valley Line between Sheffield and Deepcar / Penistone with new stations. However, the rationale for this is to improve public transport accessibility in the upper Don Valley and provide a faster route for services between Sheffield and Huddersfield (as opposed to Trans Pennine high speed passenger services or freight services). Accordingly, they have no objection to the undergrounding of cables as proposed by this project.

Although the land will remain in the Council's ownership, the applicant has provided a cost estimate of £35m to remove the undergrounded lines proposed as part of the planning application. However, this does not include the cost of removing the lines in the Woodhead Tunnels as these are already in situ. In addition, given the challenges of establishing an alternative track alignment through that part of the valley, any such proposal would have to consider the adverse landscape impacts of re-erecting pylons. Accordingly, as remote as they may seem, it is undeniable that the proposal would further hinder attempts to re-open the route as a railway line,

It is worthwhile noting that the high-level cost for the TfN's Strategic Transport Plan is £70bn, which covers the whole strategy but still provides some context for the level of investment required in improving rail infrastructure. The reintroduction of an operational railway line along the Woodhead route would likely run into the billions. It is not being explored by central government/DfT, does not feature in TfN's long term rail plan and is not an identified priority for Sheffield City Region. In addition, the TPT is a valued recreation and active travel route that would have to be sacrificed and relocated to accommodate a reopened line.

Having regard to the various matters covered above, there is no evidence to suggest that the Woodhead line is being formally considered for rail reinstatement in the next 30 years. If a u turn was made thereafter, given the lead in times associated with major rail infrastructure projects it is not likely that the cables would have to be removed within their minimum 40-year lifespan. As such, although reinstatement cannot be ruled out in perpetuity, there is no real prospect of this within the minimum lifespan of the cables. On this basis, because the scheme does give rise to substantial landscape benefits which attract great weight, the conflict with Local Plan policy T2 only attracts limited weight.

4. The Impact of Wogden Foot Local Wildlife Site and whether the scheme provides a net biodiversity gain.

Wogden Foot is a Local Wildlife Site, a mosaic of biodiverse grasslands with scrub and woodland which has accrued naturally on a post-industrial site and has been identified as a nesting site for Willow Tits which are a section 41 and local BAP species. The proposed will impact on ecology and habitats across the project including the Wogden Foot LWS.

The NPPF, at paragraph 175a requires the application of the mitigation hierarchy i.e.:

“if significant harm to biodiversity resulting from a development cannot be

avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused”.

Local Plan Policy BIO1, Biodiversity and Geodiversity reinforces the application of this hierarchy and expects development to:

“protect and improve habitats, species, site of ecological value...with particular regard to designated wildlife and geological sites of international national, and local significance”.

Yorkshire Wildlife Trust and the Council’s Ecology Officer have retained objections on the basis that avoidance should be the starting point. National Planning Guidance (NPPG) and the wording of the NPPF refers to avoidance through locating development on an alternative site rather than avoiding it altogether. To address this, the planning applicant has provided an Options Appraisal with the planning application which provides an overview of the process undertaken to identify this project. Initially this involved setting up a Stakeholder Advisory Group (SAG) comprising representation from organisations including: Historic England, Natural England, Natural Resources Wales, the Landscape Institute, National Trust, CPRE, CPRW, the Ramblers Association, National Parks Wales and National Parks England. The group helped National Grid to identify and select projects from a starting point which included all eligible infrastructure within and affecting the setting of an AONB or National Park to a shortlist of 12 sections of OHL in eight AONBs and National Parks identified as having the most significant landscape visual impact. A final list of 4 projects was generated following a more in-depth assessment which includes this project.

The guiding principles for the decisions made by National Grid in consultation with the SAG are taken from the VIP policy document and are to prioritise projects which:

- Result in greatest landscape enhancement benefits.
- Result in greatest opportunities to conserve and enhance natural beauty, wildlife and cultural heritage whilst avoiding unacceptable impacts on the natural and historic environment.
- Result in greatest opportunities to encourage public understanding and enjoyment of the protected landscapes, including positive socio-economic impacts.
- Are technically feasible in the context of the wider transmission system.
- Are economical and efficient

The Options Appraisal has a focus on landscape benefits throughout and references the use of landscape consultants but no input from other professions other than what would have been available through the SAG and, following identification of the shortlisted 12, Stakeholder Reference Groups (SRG). These SRG were formed with in the eight areas which included Local Authority Officers, Local Members (including Parish Councils), Local Wildlife Trusts, Landowners and residents.

Once identified as a project, the Options Appraisal then looks at the route of the undergrounded cables and the location of the SEC. The area is constrained due to topography, the River Don and landownership as well as the National Park Boundary itself. The proposed scheme was taken forward as the preferred option; considered the only practical and feasible engineering solution which is in line with the VIP guiding principles.

The Options Appraisal goes some way to demonstrating compliance with the hierarchy in that, various options have been assessed against a range of criteria in order to identify the proposed project and an additional assessment has been undertaken to identify the final route of the cables and location of the SEC. The wider benefits to landscape and specifically the enhancement of the Peak District National Park landscape and scenic beauty dictate the broad location of the proposed development. In this respect they cannot be avoided. The option to do nothing would not yield these benefits and the Options Appraisal has demonstrated that it is not possible to avoid the impacts to ecology through locating the SEC on an alternative site. Therefore, the requirements of hierarchy are met and National Policy (p.175a) and Local Plan Policy BIO1 complied with, subject to appropriate mitigation or compensation.

Turning to impacts and mitigation, the proposed development will have a number of impacts on biodiversity: along the route of the TPT, where the underground cables will require removal of a number of features to enable the 10m wide trench to be installed along with a 15m (total) easement, and at Wogden Foot where the proposed SEC will be erected. In addition, temporary impacts will occur along the TPT diversion and the construction access from Windle Edge. Two non-statutory designated sites are affected by the development, Wogden Foot LWS and Western Moors LWS.

The applicant has provided detailed ecology assessment and, species specific surveys including: Badgers, Bats, Great Crested Newts, Invertebrates, Reptiles and Breeding and Wintering Birds and which identify the ecological baseline, potential impacts and appropriate mitigation which can be secured through agreement of the final Construction Environmental Management Plan (CEMP) and Landscape and Ecological Management Plan (LEMP). Mitigation proposed is imbedded into the scheme starting at design, through construction and during operation. Minimising impacts at all stages through appropriate practice and ongoing monitoring with habitat restoration wherever possible.

Undergrounding and impacts along the TPT

Impacts on the Western Moors LWS relate to the undergrounding works, a small section of which extend into the LWS and the removal of the existing SEC and 3 pylons located within the LWS. These works are all permitted development or fall within the PDNP and whilst disturbance to the LWS will occur these can be mitigated through reinstatement.

Local Plan Policy GI1, Green Infrastructure, seeks to protect, maintain, enhance and create an integrated network of connected and multi-functional Green infrastructure assets which includes the strategic River Don Valley Corridor which the Proposed Site sits wholly within. The application has provided detailed plans regarding the proposed permanent alterations to the TPT and impacts on habitats along it, grassland habitats will be replaced along the route as will hardstanding associated with the footpath. Scrub and trees lost will be replaced, in part on the route albeit the majority of this mitigation is proposed off site. In this regard impact is localised to the existing TPT route and the wider corridor will be maintained and Policy GI1 is complied with.

In the main the trees to be removed are the relatively young bulk planted areas alongside the new underground cable route and the where the SEC at Wogden Foot is to be constructed. There are some more prominent trees to be removed in the form of G33, T45 and T46 however as noted in the tree survey data these trees do have

some issues with significant decay etc. and as such it would not be prudent to raise the removal of these as an issue as it should be possible to directly replace these as part of the planting proposed.

The Tree Officer has confirmed no objection to what is proposed in terms of tree removal as this has been kept to an absolute minimum to accommodate the scheme. Likewise, it appears every attempt has been made to replace trees where possible off site in areas where other valuable habitat will not be disturbed. Full details of the protection measures for the trees will be required as part of an arboricultural method statement as will full details of the new tree planting and woodland creation.

The SEC and undergrounding impacts at Wogden Foot

Wogden Foot is a Barnsley Council-owned Local Wildlife Site: a non-statutory nature conservation designation identified in the Local Plan by name. The site's nature conservation value has accrued by mainly natural processes since the previous use as railway sidings and dumping ground ceased in the 1980s and is a good local example of how brownfield sites can gain ecological importance. The LWS was designated in 1993 and part of the citation reads:

“Many of the plants found at Wogden Foot are rare or uncommon throughout the district. Many are calcicoles, their preferred habitat is in base-rich or calcareous soils. There are no natural outcrops of calcareous rock in the district, the band of Magnesian Limestone in South Yorkshire is to the east of Barnsley. Calcareous flora is therefore uncommon in the district.”

Policy BIO1 seeks to protect and improve habitats, species, sites of ecological value and sites of geological value with particular regard to designated wildlife and geological sites of international, national and local significance; this includes LWS. Development which may harm a biodiversity or geological feature or habitat, will not be permitted unless effective mitigation and/or compensatory measures can be ensured. It is clear from the applicant's own ecology reports that Wogden Foot will be significantly impacted. The applicant has detailed the extent of permanent and temporary losses to the various habitats throughout the project and conclude that the permanent habitat loses total 0.28 ha and equate to circa 2.2% of the total area of the LWS. It is acknowledged that the losses do include some area of mature scrub and species rich grassland communities that are likely to contribute to the wider structure and function of the habitat mosaic present, including its function as part of an ecological corridor. The applicant concludes that without additional mitigation the resultant impact would be a Moderate Adverse effect. The additional mitigation can be secured through the final LEMP and CEMP, subject to conditions and is stated to be:

- Grassland seed harvesting, pre-construction for reinstatement post construction;
- Restoration of grassland and scrub habitats;
- Translocation of scrub/young woodland habitat;
- removal and retention of dead wood suitable for Willow Tit nests, where these cannot be avoided, and reinstatement post construction;
- Planting of additional scrub in other parts of the LWS;
- Creation of log piles for invertebrates.

The applicant concludes that with this mitigation the impacts will be Minor Adverse. There is disagreement between the Council's Ecologist on the final impact and as such the long-term impact is assumed to be Moderate, Adverse.

There is also disagreement between the Council's Ecologist and the applicant that the proposed mitigation for Willow Tits will reduce the impacts from 'minor, temporary, medium-term' to 'not significant'. Whilst it is accepted that the mitigation proposed including in the Potential Areas for Willow Tit Enhancement in the East of Wogden Foot LWS report, will reduce the impact, it is likely to remain minor, temporary, medium-term. It is, however, accepted that the proposals are unlikely to lead to a local extinction of the species.

Biodiversity Net Gain

Over and above the mitigation proposed, applicant has provided a Biodiversity Net Gain Assessment. This identifies a total of 15.8ha of existing habitat will be lost during construction of which the majority will be lost temporarily and reinstated at the end of the construction period. Net gain is achieved through off site enhancement is proposed at Hazlehead Wind Farm which is located within the Dunford Parish and circa 1.5km from the site. The proposed enhancements and subsequent management plans will result in enhancement of the following habitats: 10.0ha of upland heath, 0.3ha of lowland mixed deciduous woodland and 3.2ha of mixed woodland. Whilst these do not reflect the habitats lost, they do represent an enhancement to a mosaic of habitats locally to the development. Previous searches by the applicant has confirmed an exact replication of habitats is not possible in the local area. The net gain calculation confirms an overall biodiversity net gain of 11.99%.

The proposed Tree Planting in areas 5a and 5b, have not been submitted in support of the BNG calculations. If delivered, they would make some contribution to biodiversity however as they are too far from the proposal site to meet the spirit of biodiversity compensation their exclusion for the BNG is accepted as a robust approach. The Potential Areas for Willow Tit Enhancement in the East of Wogden Foot LWS report is similarly not included in the BNG calculation as it relates to mitigation/ compensation for loss of willow tit habitat explicitly.

The LPA 's Ecology Officer has assessed the proposed mitigation/ enhancement/ compensation proposals as being likely to deliver the minimum BNG proposed in the draft Environment Bill. This will be secured through a Unilateral Undertaking agreed with the LPA which requires ongoing surveying and reporting to the LPA and compensation should the Net Gain not be achieved.

Therefore, although impacts to wildlife and biodiversity cannot be fully avoided it is accepted that through appropriate construction practices and the additional mitigation proposed, which can be secured by conditioning the LEMP and CEMP, and by securing the proposals as set out in the BNG Assessment via legal agreement, the impact can be mitigated and compensated for. As such the proposed complies with paragraph 175 of the NPPF and Local Plan Policies BIO1 and D1.

5. Whether the proposal constitutes inappropriate development in the Green Belt

The interpretation as to whether or not the proposal constitutes inappropriate development in the Green Belt is not straightforward. Paragraph 145 of the NPPF identifies that new buildings are inappropriate development within the Green Belt; the SEC would constitute a new building, however, one of the identified exceptions to this is a replacement building provided that it is in the same use and not materially larger than the building it is proposed to replace. Paragraph 146 then covers other exceptions, and this includes engineering operations and changes of use, provided

they preserve its openness and do not conflict with the purposes of including land within the Green Belt.

As the project is to replace infrastructure that is already in situ, there is no conflict with the purposes of including land within the Green Belt (i.e. to check the unrestricted sprawl of large built-up areas; prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land). Indeed, the burying of the cables does not in itself require planning permission.

It has been identified that the project as a whole will have an overall positive impact on the openness of the Green Belt as a result of removing 4 pylons and OHL which have a greater impact on openness than the proposed new SEC.

In addition, the proposed development includes the permanent replacement of a bridge located in the Green Belt and access route. The access route broadly follows, and existing route used by farmers and YW and is an engineering operation which is acceptable development under the exceptions as set out in paragraph 146 of the NPPF. The replacement bridge is a replacement structure and therefore can also be an exception under paragraph 145. The replacement bridge is larger so will have some increased impact on the openness of the Green Belt, however, this remains below the positive impact associated with removing the pylons.

Over and above the above positive impact on openness, if the creation of a new Sealing End Compound (SEC) is viewed to be inappropriate development within the Green Belt, the applicant considers that very special circumstances for this exist. They attribute this to the landscape benefits for the National Park and its setting by virtue of the removal of the existing SEC and two Pylons located in the National Park, and through balancing the removal of the existing pylons located in the Green Belt (i.e. 5 pylons located within BMBC, albeit 1 is replaced), which are substantial structures in their own right and impact on openness, with the impact of the SEC.

The NPPF attaches great importance to Green Belts affording significant weight to any harm to them when considering planning applications; very special circumstances will not exist unless the potential harm to the Green Belt and any other harm resulting from the proposal is clearly outweighed by other considerations. This is supported by Local Plan Policy GB1. The removal of pylons and SEC from the PDNP will have a substantial, positive impact and attracts great weight. In addition, the 4 pylons to be removed from the Green Belt and associated OHL can be balanced against the proposed SEC in weighing the overall impact on openness. Finally, the natural screening available at Wogden Foot reduces the visual impact of the SEC when compared to the existing structures and consequently mitigates some of the harm to the Green Belt. However, the judgement as to whether or not very special circumstance exist can only be arrived at once all matters have been considered as so this will be revisited under the "Planning Balance" heading towards the end of the report.

Temporary impacts are associated with the temporary diversion of the TPT, a temporary bridge over the River Dove and the temporary construction access from Windle Edge. As these are temporary and will be removed with the land reinstated to its former condition, the impact on openness is also temporary and therefore acceptable when weighted against the benefits of the scheme.

6. Climate Change Implications

As a significant construction project, the proposed development will inevitably generate carbon emissions during the construction phase but, once operational, the cables will be part of a wider grid that is becoming greener as a result of the huge increase in renewable energy generation. The route therefore continues to play a vital role in transporting energy having begun as a rail route predominantly transporting coal but having evolved into a cable route transferring increasing amounts of power from renewable sources. Without upgraded equipment the grid could not function in this way.

Barnsley Council have nonetheless declared a climate emergency and Local Plan Policies CC1 and CC2 seek to reduce the causes of climate change and minimise resource and energy consumption. It is recognised that emission during the construction phase would be greater than those associated with a like for like replacement of the existing cables.

The applicant is looking to reduce some impacts by refurbishing the overhead line to the east (section 4ZO131 – 4ZO155) (conductor, fittings and some piecemeal tower steelwork) at the same time as the VIP scheme to maximise efficiencies and the contractor is required to reduce the overall carbon footprint of the project throughout the construction period. In addition, both the cable solutions would be designed and manufactured for a service life of at least 40 years. Nonetheless, these efficiencies could have been equally achieved with a like for like replacement scheme.

Looking at the individual criteria within Local Plan policy CC1 the proposal does utilise previously developed land in the form of the former railway land, is located and designed to reduce the risk of flooding, it does promote the use of sustainable drainage systems, it supports delivery of renewable and low carbon energy and promotes investment in Green Infrastructure to promote and encourage biodiversity gain. However the design and construction techniques associated with burying the cables would not reduce greenhouse gas emissions through the construction phase as much as a like for like replacement and so although these emissions will be temporary and minimal in the context of the overall lifespan of the cables, the proposal cannot be deemed to fully comply with policy CC1 and it does conflict with policy CC2.

In the context of a declared climate emergency, even though the emissions are limited to the construction phase, are modest in the overall lifespan of the development and that the conflict with policy CC1 is only partial, the failure to minimise resource and energy consumption attracts moderate weight against the proposal.

Other Issues

Residential Amenity

In terms of impacts on residential amenity, the most significant impacts will be during construction, which is dealt with in more detail below. However, there is a long-term impact on residential amenity as a result of the development associated with the visual impacts. These are both positive and negative and whilst Members will be aware that there is no specific right to a view the nature of the proposed project as delivering a visual improvement is such that the impact on residents as a result of changed views is afforded some weight.

The removal of the SEC in Dunford Bridge will have a long-term positive impact on residents in the immediate area. Similarly, the removal of 8 pylons and the associated OHLs will improve the outlook for residents in the wider area. However, the proposed new SEC in Wogden Foot and additional pylon required to connect this to the remaining OHL to the east, is visible to residential properties located on the slopes rising to Windle Edge and from properties in Town End and Carlecotes. The nature of the landscape: existing woodland, the River Don and the former railway siding with mounds of railway ballast makes it less sensitive than the existing SEC location in Dunford Bridge. In addition, the impact is localised in terms of the overall visibility and mitigated including additional tree planting will reduce the long-term impact. This is demonstrated by the photomontages provided and the assessment of the visual impact as minor adverse by operational year 15. Therefore, although there is a localised negative impact on residential amenity, the wider benefits of the scheme in visual and residential amenity terms is such that Local Plan Policy GD1 is complied with regarding residential amenity.

During construction there will be an impact on residents associated with disturbance from construction activities and deliveries to and from the site. The applicant has provided a Construction Environmental Management Plan which includes methods to mitigate these impacts. This has been assessed by Highway Officers as well Regulatory Services and, subject to conditions applied to the approval to restrict working hours to 8am – 6pm Monday to Friday and only 1 Saturday in 4, it is agreed as acceptable. The Council also has powers outside of Planning which can be brought into use if necessary. However, it will not be possible to deliver the scheme without some disturbance and a balanced approach will be necessary. As these impacts are temporary, and the wider benefits associated with the development will be permanent there is overall compliance with Local Plan Policy GD1 and taken as a whole, the benefits to residential amenity attract moderate weight.

Highway Safety

Highway impacts are at the peak during construction with no impacts identified once the development is operational.

The proposed route of construction traffic, via Windle Edge and Brook Hill Lane is accepted. No construction traffic is proposed via alternative routes. Whilst sections of the route are narrow for two heavy goods vehicles (HGV's) to pass freely, Highway Officers have assessed the forward visibility on approaches to narrow sections and it is sufficient to permit vehicles to pass with a degree of safety and with adequate visibility. It is also recommended that details of the route (including clearly identifying possible pinch points to oncoming larger vehicles) should be included within an update of the Construction Traffic Management Plan (CTMP) document and supplied to contractors in advance. This can be secured by means of an appropriately worded planning condition.

Construction vehicles will access the development by Dunford Bridge Car Park (known as AP5) and via a temporary construction access from Windle Edge, to the north of Wogden Foot (known as AP7). In order to ensure this operates as safe as possible throughout the construction phase, Highways Officers have recommended that the CTMP also includes the following:

- Additional traffic signing (temporary/permanent) to warn approaching traffic on Windle Edge of the car park access (AP5); and

- Relocation of the current TPT signpost within the car park boundary (location and temporary or permanent nature to be agreed) to remove the potential obstruction from the sight lines of traffic exiting the car park access.

The proposed temporary construction access from the north is a new access and Highway Officers accept that, as shown on the latest drawing no. PDD-33492-LAY-083_P5, it is designed to provide access for the predicted volume of site traffic and, through removal of the current stone boundary wall to the highway, can provide adequate visibility. A condition is added to ensure reinstatement works following the closure of this access including the dry-stone wall.

The application proposes all Abnormal Load (AIL) movements will be via Dunford Bridge Car Park only. A maximum of 12 AIL arrivals are proposed across the duration of the project. Highways England have been consulted on the routing of these AIL and confirmed no objection. Highways Officers are working with the applicant in relation to these AIL and the impact on the highway (including on the Dunford River Bridge) and a condition is applied to secure highway condition surveys at regular intervals. In addition, further details are required within the updated CTMP of methods of traffic management to ensure the safe movement of AIL's at this point from the public highway.

Taking account of the above and additional information secured through pre-commencement conditions, it is accepted that the proposed development can proceed safely, in accordance with Local Plan Policy T4.

Drainage/Flood Risk

The proposed development is largely located in flood zone 1, however elements of the undergrounding works for the 400kv Cable are in zones 2 and 3 as are parts of the diverted TPT, including the two bridges. The requirement to undertake a sequential test is in part covered by the Options Appraisal Study where alternative schemes were considered by the applicant in consultation with a range of stakeholders and this project identified as the preferred project. Furthermore, the sequential test allows for a pragmatic approach to be taken¹ when applied to individual planning applications. In this instance, the wider project is located in Flood Zone 1 but it is not practical to avoid some infringement into Floods Zones 2 and 3.

Part one of the exceptions test is passed as a result of the wider landscape benefits of the scheme and enhancement of the natural environment as set out earlier in this report.

In turning to part two of the exceptions test and wider Drainage and Flood Risk, the applicant has also provided a FRA, drainage strategy and included a Water Resources Chapter in the Environmental Assessment Report submitted with the Planning Application.

A detailed flood modelling exercise has been undertaken for the River Don which runs parallel to the TPT and proposed diversion. The flood modelling has been used to create a more detailed flood map to support the project design. This includes the route of the diverted TPT which is located outside the 1:100 year flood outline wherever possible, exceptions being the two bridges and trail immediately adjacent these crossings. Where the route is within the 1:100 year flood plain, ground levels and the levels of the bridges are set above the 1:100 flood level.

¹ NPPG, Applying the Sequential Test to individual planning applications

The main risks to both water resources and in relation to flooding are identified as arising during the construction phase. This is largely associated with the removal and storage hardstanding areas and earth, the creation of construction routes and the associated increased run off and potential water contamination associated with construction activities. Detailed mitigation measures are covered in the CEMP but include: the storage of soils outside of the floodplain and measures applied to ensure soil piles are not eroded by overland flows, no construction undertaken during extreme wet weather, ongoing monitoring of groundwater, surface water channels and fluvial water, development of a construction phase drainage strategy and monitoring of the TPT diversions with signage used to warn of any flooding. The CEMP and measures within can be secured through a suitably worded planning condition.

Once operation, the SuDs Maintenance and Management plan for the SEC and permanent access road states that the SEC will be drained using a 75mm layer of gravel and free draining sub base the depth and porosity of which will be sufficient to allow the volume of run off generated by new impermeable hardstanding areas associated with the SEC to be stored in the 1 in 1000 year event. The access road will be surfaces with 75mm grasscrete and free-draining sub base. National Grid will be responsible for the management and maintenance of the proposed SuDs solutions for the SEC and access road for the lifetime of the project.

The Council's Drainage Officers have assessed the application and support it subject to further drainage detail being secure through condition, therefore it complies with Local Plan Policies CC3 and CC4 relating to Flood Risk and SuDs and part two of the exceptions test is passed.

Archaeology

The Archaeology Chapter of the EAR submitted by the applicant provides a detailed breakdown of the various heritage assets affected by the proposal. the study area identified for this search is split into two areas, the first being a 500m buffer zone around the area of search for the permanent and temporary works associated with the proposal i.e. the undergrounded cable route and SEC at Wogden Foot along with the TPT diversion. The second area of search relate to the visual impact and extends 5km from the proposed development.

Within this area, a large number of heritage assets (designated and non-designated) have been identified. These include 35 Grade II Listed Buildings along with a number of non-designated assets including the Woodhead tunnels and the former rail line.

A detailed assessment of these assets (including desktop research, LiDAR and on-site assessment) and the impact of the proposed has been undertaken by the applicant. South Yorkshire Archaeology Service (SYAS) and the Council's Conservation and Design Officer have reviewed this assessment and accepted the findings.

The impact on the majority of assets is limited to a visual impact (indirect impacts) which during construction will vary from negligible to medium and improves largely to beneficial once the development is operational. The exception being on assets affected by the new SEC at Wogden Foot where the impact will be minor adverse albeit offset by the removal of pylon within the same view.

Direct Impacts are limited to areas where excavations are required. Along the former railway line, the level of groundworks associated with the previous use is such that

there is a negligible potential for any archaeological remains to have survived. Similarly, in Wogden Foot the depth of made ground associated with the former marshalling yard is such that any preserved buried land surface which may be present was not observed during the watching brief or reached by trial pits. Any unforeseen impact can be captured through an appropriate watching brief which will be secured by condition.

Overall, the impact on the rail line as a heritage asset is mitigated by the retention of its route and the tunnels.

The proposed therefore accords with Local Plan Policy HE1 and HE2.

The Planning Balance

Even though the proposal substantially reduces the impact of National Grid infrastructure on the Peak District National Park and on the openness of the Green Belt, the new building associated with the Sealing End Compound can be seen as constituting inappropriate development in the Green Belt. It is therefore appropriate to establish whether the benefits of the proposal clearly outweigh the harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, are clearly outweighed by other considerations. Only then would very special circumstances exist.

The proposed scheme to relocate the SEC from its very prominent position above Dunford Bridge, within the PDNP, and underground circa 2km of OHL represents a significant investment that would substantially reduce the visual impact of these features on the PDNP. Great weight is afforded to this benefit when assessing the planning balance.

Substantial weight is also attributed to the beneficial impact on the landscape more generally, including residential amenity and the overall increase in the openness of the Green Belt arising from the removal of the pylons.

The assessment has identified conflict or partial conflict with Local Plan policies T2 (Safeguarding of Former Railway Lines), CC1 (Climate Change) and CC2 (Sustainable Design & Construction). However, for reasons explained under the various headings only modest weight is attributed each of these conflicts given that the actual level of harm is limited.

Some unavoidable harm also arises due to the impacts on Wogden Foot wildlife site. In recognition of this a range of mitigation measures have been agreed and biodiversity net gain secured through detailed discussions between the applicant and officers and the applicant has demonstrated the harm cannot be avoided and the landscape benefits of the scheme still secured. Overall the biodiversity net gain is deemed to compensate for the identified harm but, in term of the balancing exercise, biodiversity implications are deemed neutral.

The impact on the TPT during construction and severance of this route is mitigated though the agreed diversion which must be in place before works on the TPT commence. This is secured through legal agreement between BMBC as landowner and the applicant. Whilst there is a desire to retain the diversion route in perpetuity this is not supported by the various landowners involved and therefore cannot be secured. As with biodiversity impacts, impact on the TPT is deemed to be neutral for the purposes of the balancing exercise.

Other material considerations including highway impacts during construction, drainage and archaeology have all been assessed as being acceptable although this doesn't warrant them attracting weight in favour of the proposal as part of the balancing exercise.

Having regard to the above, great weight is afforded to the beneficial impacts on Peak District National Park and substantial weight is attributed to the wider landscape benefits, the enhancements to the openness of the Green Belt and the beneficial impact on residential amenity. Combined, these clearly and demonstrably outweigh the modest weight attributed to the conflict with Local Plan policies T2, CC1 and CC2. Accordingly, very special circumstances exist and the proposal does not therefore conflict with Green Belt policy. The proposed is therefore recommended for approval subject to conditions.

Recommendation

Grant planning permission subject to a S106 Agreement (or Unilateral Undertaking) to secure Biodiversity Net Gain.

- 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:

PKD_660952_002_Location_Plan Rev 6
PDD-33492-LAY-002 A Rev P9 SEALING END COMPOUND LAYOUT
PDD-33492-LAY-003 REV P9 CABLE SEALING END COMPOUNDS_V1
PDD-33492-LAY-030 REV P10 PRELIMINARY BELLMOUTH LAYOUT (AP7)
PDD-33492-LAY-037 REV P15 FIGURE 2.1 - CONSTRUCTION WORKS
BOUNDARY DURING CONSTRUCTION PHASE - SHEET 2 OF 5
PDD-33492-LAY-038 REV P18 FIGURE 2.1 - CONSTRUCTION WORKS
BOUNDARY DURING CONSTRUCTION PHASE - SHEET 3 OF 5
PDD-33492-LAY-039 REV P18 FIGURE 2.1 - CONSTRUCTION WORKS
BOUNDARY DURING CONSTRUCTION PHASE - SHEET 4 OF 5
PDD-33492-LAY-040 REV P17 FIGURE 2.1 - CONSTRUCTION WORKS
BOUNDARY DURING CONSTRUCTION PHASE - SHEET 5 OF 5
PDD-33492-LAY-046 REV P9 FIGURE 2.3 - PROPOSED PERMANENT
OPERATIONAL DEVELOPMENT - SHEET 1 OF 4
PDD-33492-LAY-047 REV P16 PROPOSED PERMANENT OPERATIONAL
DEVELOPMENT - SHEET 2 OF 4
PDD-33492-LAY-048 REV P13 FIGURE 2.3 - PROPOSED PERMANENT
OPERATIONAL DEVELOPMENT - SHEET 3 OF 4
PDD-33492-LAY-049 REV P15 FIGURE 2.3 - PROPOSED PERMANENT
OPERATIONAL DEVELOPMENT - SHEET 4 OF 4
PDD-33492-LAY-050 REV P9 TPT DIVERSION ANALYSIS - SHEET 1
PDD-33492-LAY-051 REV P10 TPT DIVERSION ANALYSIS - SHEET 2
PDD-33492-LAY-052 REV P9 TPT DIVERSION ANALYSIS - SHEET 3
PDD-33492-LAY-053 REV P9 TPT DIVERSION ANALYSIS - SHEET 4
PDD-33492-LAY-054 P11 TPT DIVERSION ANALYSIS - SHEET 5
PDD-33492-LAY-055 REV P10 TPT DIVERSION-TEMPORARY BRIDGE 2
GENERAL ARRANGEMENT
PDD-33492-LAY-056 REV P11 TPT DIVERSION-TEMPORARY BRIDGE 2

CUT & FILL ANALYSIS AND PROFILE
PDD-33492-LAY-057 REV P6 PERMANENT BRIDGE - GENERAL
ARRANGEMENT
PDD-33492-LAY-058 REV P5 TEMPORARY BRIDGE 1 AND 2 - SIDE
ELEVATION
PDD-33492-LAY-080 REV P2 ELEVATIONS SHOWING PROPOSED NEW
CABLE SEALING END COMPOUND ADJACENT TO TOWER 4Z0157R &
EXISTING TOWER REMOVAL
PDD-33492-LAY083 REV P5 AP7 Visibility Splays
PDD-33492-LAY086 REV P4 Construction Access Route to AP7
PDD-33492-LAY089 REV P1 Construction Access Route to AP7
PDD-33492-LAY090 REV P1 Construction Access Route to AP7

unless required by any other conditions in this permission.

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 development commencing the final Construction Environmental Management Plan shall be submitted to and agreed in writing by the LPA and the development hereby approved shall be carried out in accordance with it.
Reason: In the interests of the amenities of local residents in accordance with Local Plan Policy Poll1, Pollution Control and Protection and BIO1, Biodiversity and Geodiversity.
- 4 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 at no time on Sundays or Bank Holidays. Saturday working may be agreed subject to submission and prior agreement of the following details, works to take place, hours to be worked and best practice measures to be used to reduce noise. For the avoidance of doubt Saturday working may be allowed on 1 day every rolling 4 weeks of the construction period.
Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policy Poll1.
- 5 No construction works in the relevant area (s) of the site shall commence until measures to protect the public water supply and waste water infrastructure that is laid within the site boundary have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority in consultation with the relevant statutory undertakers . The details shall include but not be exclusive to the means of ensuring that access to the infrastructure for the purposes of repair and maintenance by the statutory undertakers shall be retained at all times.
Reason: In the interest of public health and maintaining the public water supply and sewerage.

- 6 No development, including any demolition and groundworks, shall take place until a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation has been submitted to and 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 for its fulfillment.
Reason: To ensure that any archaeological remains present, whether buried or part of a standing building, are investigated and a proper understanding of their nature, date, extent and significance gained, before those remains are damaged or destroyed and that knowledge gained is then disseminated.
- 7 The development hereby approved shall be carried out in accordance with the Potential Areas for Willow Tit Enhancement in the East of Wogden Foot LWS report (Aecom). This shall include the submission of an appropriate programme of ecological surveys and final details of appropriate mitigation to be agreed in writing by the LPA.
Reason: In the interests of conserving and enhancing biodiversity in accordance with Local Plan Policy BIO1 and the SPD Biodiversity and Geodiversity.
- 8 Prior to development commencing the final Landscape and Ecological Management Plan shall be submitted to and agreed in writing by the LPA and the development hereby approved shall be carried out in accordance with them. Pre-commencement surveys shall be undertaken in accordance with the final LEMP and submitted to the LPA for approval in writing prior to development commencing within the surveyed areas. Post construction monitoring shall be carried out and a written report outlining the findings of the monitoring submitted to the LPA within 3 months of each indicated monitoring date.
Reason: In the interests of conserving and enhancing biodiversity in accordance with Local Plan Policy BIO1 and the SPD Biodiversity and Geodiversity.
- 9 The Transpennine Trail Diversion, as approved by this planning permission, shall be carried out in accordance with the TPT Management Plan including reinstatement works to commence within 1 month of the Transpennine trail reopening.
Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1.

- 10 Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for any off-site highway works has been submitted to and approved in writing by the LPA. Details of work include:
- i. traffic signs
 - ii. road markings
 - iii. alterations to the highway in respect of carriageway resurfacing and verge hardening/drainage requirements.

The development shall be carried out in accordance with the approved scheme for any off-site highway works.

Reason: To ensure that the highway works are designed to an appropriate standard in the interest of highway safety.

- 11 No development shall take place, including any works of demolition, until the updated Construction Traffic Management Plan (CTMP) 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:

- i. The parking of vehicles of site operatives and visitors
- ii. Means of access for construction traffic
- iii. Method of control of access to prevent queuing of site traffic on the public highway
- iv. Means of parking provision to prevent any parking on the public highway
- v. Loading and unloading of plant and materials
- vi. Storage of plant and materials used in constructing the development
- vii. Measures to prevent mud/debris being deposited on the public highway.

Reason: In the interests of highway.

- 12 No development shall take place until a survey of the condition of the adopted highway condition to be used by construction traffic has been submitted to and approved in writing by the LPA. The extent of the area to be surveyed must be agreed by the LHA prior to the survey being undertaken. Additional interim surveys to be agreed prior to commencement of works (quantum dependant on project start date) and are initially expected to be required at approximately 4 monthly intervals and include both the start at end of the winter season (dependant on project start). Final survey to be undertaken on completion of the development. Each survey must consist of:

A plan to a scale of 1:1250 showing the location of all defects identified

A written and photographic record of all defects with the corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of survey.

Each survey is required to identify defects to the adopted highway attributable to the traffic associated with the development. It shall be submitted for the written approval of the Local Planning Authority. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority. Reason: To ensure that any damage to the adopted highway sustained throughout the development process is identified and subsequently remedied at the expense of the developer.

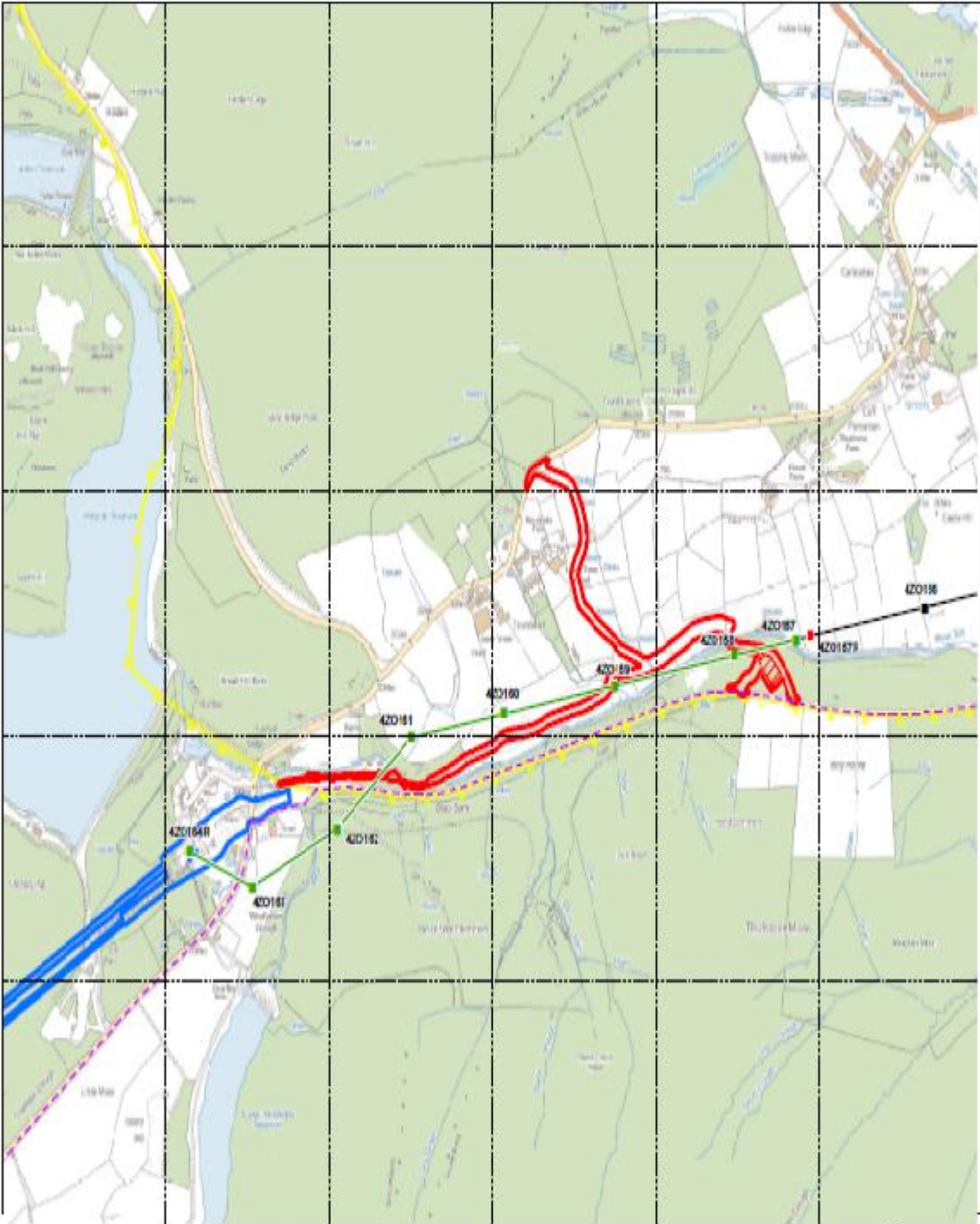
Reason: In the interests of highway safety and Local Plan Policy T4.

- 13 The vehicular access point from Windle Edge to Wogden Foot (AP7) shall be provided and retained for the duration of the project in at the position shown on the approved plan PDD-33492-LAY083 REV P5 AP7 Visibility Splays and constructed in accordance with the BMBC highway specification, or other specification to be agreed with BMBC highways officers.
Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water from or onto the highway and in the interests of highway safety.
- 14 A visibility splay shall be provided in full accordance with the details indicated on the approved plan PDD-33492-LAY083 REV P5 AP7 Visibility Splays. The splay shall thereafter be maintained throughout the use of this construction access, free from any obstruction exceeding 1.05m above the level of the adjacent highway carriageway.
Reason: In the interests of highway safety and Local Plan Policy T4.
- 15 Upon completion of the development the land utilised for access point AP7 shall be fully reinstated, including the dry-stone wall along its existing route, to the satisfaction of the Local Planning Authority. A timetable and detailed plans for these works shall be submitted upon commencement of the development.
Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1.
- 16 No development or other operations being undertaken on site shall take place until the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:
- Tree protective barrier details
 - Tree protection plan
 - Arboricultural method statement
- The erection of fencing 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 within a fenced off area 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.
- 17 Upon commencement of development, full details of new tree planting and woodland creation, including details of the species, positions and planted heights of proposed trees and timescales for implementation; 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 development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

- 18 A management plan, including long term design objectives, management responsibilities and maintenance schedules for all new trees and woodland areas for a minimum of 10 years, shall be submitted to and approved by the Local Planning Authority prior to the completion of the development. The new tree planting and woodland creation shall be carried out and maintained in accordance with the details and timescales approved within the management plan.
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 and in the interests of conserving and enhancing biodiversity in accordance with Local Plan Policy BIO1 and the SPD Biodiversity and Geodiversity
- 19 No development shall take place unless and until full foul and surface water drainage details, have been submitted to and approved in writing by the Local Planning Authority. Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development unless otherwise agreed in writing with the Local Planning Authority.
Reason: To ensure the proper drainage of the area in accordance with Local Plan Policy CC3.
- 20 Prior to the commencement of any works on site, a strategy for the control of surface water run-off during the construction works shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and retained throughout the construction period.
Reason: To prevent pollution of the water environment in accordance with Local Plan Policy Pol1.

PA Reference:-

2019/1013



BARNSELEY MBC - Regeneration & Property

