
2020/0040

Mr David Shepherd, Barnsley Metropolitan Borough Council
Highway improvement works including the creation of a new roundabout and
enlarging existing Capitol Park roundabout.
Higham Lane/Capitol Close

Objections from 14 residents/businesses in response to the consultation carried out on the plans and supporting documents.

Site Description

The site is 2.65 hectares in area and comprises Higham Lane, Capitol Close which is currently unadopted and a small section of the A628 Whinby Road. At present Capitol Close does not benefit from a vehicular connection to Higham Lane. Higham Lane is a single-carriageway road that runs in a north/south alignment between Dodworth and Higham Common Road. Higham Lane has a pedestrian footway that runs along its western edge for its entirety until it becomes Higham Common Road at the flyover of the M1. Higham Lane is subject to the national speed limit until the transition to Higham Common Road.

Capitol Close is a cul-de-sac that extends south for approximately 350m onto the A628 Whinby Road with an existing pedestrian footpath linking Capitol Close and Higham Lane to the north. Capitol Close is a single-carriageway road of approximately 7.3 metre width with waiting restrictions in the form of double yellow lines along both sides of the carriageway along the length of the road. Capitol Close is the main access point to Capitol Park Business park which includes office space and several hybrid units. In its current arrangement there is no direct vehicular link between Higham Lane and Capitol Close.

The A628 Whinby Road links M1 Junction 37 with the settlements to the west of Barnsley and eventually Greater Manchester. The road is a single lane carriageway with good quality road surfacing and lighting provision in place with a footway connecting the Capitol Close/Whinby Road Roundabout to the Higham Lane/Whinby Road Roundabout. The speed limit is 40mph throughout and the road is approximately 7.3m in width, aside from short sections of dual carriageway immediately west of Junction 37 of the M1. The A628 Whinby Road extends further south for approximately 70m to another roundabout which forms a junction with the B6449 into a nearby housing development into Barnsley Road. This section has a relatively new road surface with adequate pedestrian footway with full height kerbs spanning the length of the road and the adjacent roundabout. There are also good pedestrian crossing facilities including dropped kerbs and tactile paving, to allow pedestrians to safely cross the road.

Proposed Development

The proposal includes the creation of a new roundabout to connect Capitol Close and Higham Lane, highways improvement works to upgrade Higham Lane and the enlargement of the existing Capitol Park Roundabout.

The primary role of the development is to help facilitate access to the MU1 development site and deliver highway capacity benefits to serve wider Local Plan growth.

Officers are also considering two associated applications for highway infrastructure aimed at providing access to the MU1 site. In turn they would also pave the way for a spine road through that site referred to as the Claycliffe link in the local plan, which seeks to provide a more direct and suitable route between the Claycliffe area in junction 37. These are:

- 2020/0028 - a proposed roundabout further north on Higham Lane between the junction with Hermit Lane and the M1 motorway bridge
- 2020/0027 - a roundabout on Barugh Green Road at the northern end of the MU1 site.

These schemes will be presented to a future Planning Regulatory Board.

Relevant Planning History

The only planning application of relevance to this scheme is the 2019/0286 hybrid application for:

- a) an extension to Capitol Park comprising the development of 2 no warehouses for general industrial and storage and distribution purposes and
- b) full application for provision of associated earthworks , demolition of existing bungalow and formation of access.

This scheme has not yet been implemented.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making.

The Local Plan is the statutory development plan for the borough. The Council has also adopted a series of Supplementary Planning Documents which are also material considerations together with the adopted MU1/Barnsley West Masterplan Framework.

Local Plan Allocation – Employment allocation, Urban Fabric, Green Belt.

Relevant Local Plan Policies are:

SD1 Presumption in favour of Sustainable Development
GD1 General Development
LG2 The Location of Growth
GB1 Protection of Green Belt
E1 Providing Strategic Employment Locations
E2 The Distribution of New Employment Sites
E7 Promoting Tourism and encouraging Cultural Provision
H1 The Number of New Homes to be Built
H2 The Distribution of New Homes
T1 Accessibility Priorities
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

LC1 Landscape Character
HE1 Historic Environment
HE3 Developments affecting Historic Buildings
HE6 Archaeology
BIO1 Biodiversity and Geodiversity
CC1 Climate Change
CC3 Flood Risk
CC4 Sustainable Drainage Systems (SUDS)
CL1 Contaminated and Unstable Land
Poll1 Pollution Control and Protection
AQ1 Development in Air Quality Management Areas
UT2 Utilities Safeguarding
Site MU1 Land South of Barugh Green Road

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 without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date planning permission should be granted, unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. The most relevant paragraphs are as follows:

8 – The 3 overarching aims of the planning system are economic, social and environmental objectives in order to deliver sustainable development.

11 – The presumption in favour of sustainable development.

12 - Presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making.

38. Local planning authorities should approach decisions on proposed development in a positive and creative way.

47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible.

80. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

85. Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places.

102. Transport issues should be considered from the earliest stages of plan-making and development proposals.

108. In assessing specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

124 & 127. Achieving well-designed places

146. Provides a list of forms of development that are not considered inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. This includes c) local transport infrastructure which can demonstrate a requirement for a Green Belt location.

175. Habitats and Biodiversity

178. Planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

180. Decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

181. Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

Consultations

Responses have been received from the following consultees:-

Air Quality – Does not object to the application on operational air quality grounds

Biodiversity Officer – Would prefer it if the applicant provides additional clarification in support of the Preliminary Ecological Assessment at the application stage but requests that conditions are imposed to ensure required mitigation measures are followed through.

Conservation Officer – No objections

Highways Agency- No objections

Coal Authority – No objections subject to a condition requiring intrusive investigation work to inform any mitigation works which would be necessary.

Drainage – Drainage – No objections subject to the imposition of conditions a condition requiring approval of a drainage scheme to ensure that surface water run-off is discharged into a local watercourse of the public sewer network at a restricted rate together with details of the final outfall location and consent from the relevant controlling Authority.

Highways – Support the proposal (see assessment section of the report for details of Highways comments in full).

Regulatory Services – Comments on the noise implications of the proposal these comments are covered in the section on residential amenity.

Tree Officer – No objection from an arboricultural perspective subject to condition requiring the submission of detailed landscaping scheme

South Yorkshire Mining Advisory Service – Are content that the Coal Mining Risk Assessment identifies that mining legacy issues are likely to affect the proposals and request a condition requiring an intrusive site investigation

PROW- No objection subject to necessary procedures being followed relating to temporary closures to ensure safety of pedestrians.

Yorkshire Water – No objections subject to the imposition of a condition requiring the approval of a detailed drainage scheme prior to the commencement of development. Information shall need to include evidence that no discharge to a watercourse is possible prior to them accepting flows into the public sewerage system.

South Yorkshire Archaeological Service-No objections subject to the imposition of condition requiring the submission of a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and a further condition requiring the demonstration of compliance with the WSI prior to the development being brought into use.

Representations

The application was advertised by neighbour notification letters, press and site notices.

Objections have been received from 14 residents/businesses in response to the consultation carried out on the original plans and documents.

No supportive responses have been received from residents.

Cllr Feilding has written to seek clarification on a number of matters and request copies of consultation responses received.

Yorkshire Wildlife Trust has written to request the submission of additional information relating to biodiversity net gain and a landscaping plan showing replacement planting to mitigate the impact of the loss of woodland. In addition, conditions have been requested relating to a Construction Environmental Management Plan (CEMP) and a Detailed Landscape/Ecological Management Plan (LEMP) should

Objections received can be summarised under the following themes:-

Visual impact

- Loss of amenity
- Loss of outlook
- Light pollution

Harm to living conditions of existing properties

- Noise impact and inadequacy of submitted report
- Air Quality impact
- Loss of privacy
- Blight on residential properties
- Loss of amenity
- Impact during construction
- Additional traffic through Higham

Highway safety

- Additional traffic generated from wider MU1 development
- Number of roundabouts that HGV's will have to negotiate
- Southern end of Higham Lane is restricted in terms of space for enlargement-weight restriction is required
- Increased congestion in vicinity including Barugh Green Road, Higham Lane and Chestnut Tree roundabout
- Safety risks to pedestrians
- Long term impact of traffic diversions when link road operational
- Impact on parking for garden centre
- Impact on the egress from The Meadows cul de sac
- Concerns about the effect of the Capitol Close roundabout being constructed in advance of the link road and the associated traffic impact.
- Structural Condition of M1 Motorway bridge.
- Impact on existing businesses/users of Capitol Park with increased traffic through opening of road.

Overdevelopment/future development concerns/link to the Local Plan

- Principle of MU1 development
- Impact of the MU1 development on existing infrastructure such as GP surgeries

Others:-

- Neighbour notification too localised and timescales for response too short
- Ground investigation should be undertaken prior to determination
- Length and complexity of documents submitted prohibitive for residents
- Loss of hedgerows/ecological impact
- Drainage concerns
- Concerns SCRIF funding driving timescales for planning applications
- Loss of agricultural land
- Relocation of listed milepost
- Lack of evidence presented in relation to ground contamination
- Potential impacts on PROW
- Disruption to business operation
- Loss of trees
- Inadequate technical reports that do not consider the full impact of site MU1.
- Timings of planning application and transparency of documentation
- Impact on historic environment-listed building.

It should be noted that a number of respondents provided a collective response for 2020/0027, 2020/0028 & 2020/0040 and as such there is overlap in the reasons for objection, some of which are not considered applicable to this scheme.

Assessment

The Need for the Proposal

The case in support of the development is one based around the need to facilitate access into the mixed-use allocation, MU1 (Barnsley West) and the associated Claycliffe Link road anticipated to run through the site between Higham Lane and Barugh Green Road. The net result would be a modern, direct, multi user route between the Claycliffe area and J37, in contrast with the current routes such as Higham Common Lane.

In accordance with Local Plan Policy LG1 and the adopted Spatial Strategy, Urban Barnsley is expected to accommodate a significant amount of the borough's growth in relation to employment (22%) and housing (43%). Site MU1 will deliver 43 hectares of the 64.6 hectares allocated in Urban Barnsley together with 1700 of the 9070 homes. Together with planning applications 2020/0027 and 2020/0028 which seek to deliver the northern and southern roundabouts to serve the MU1 site, the scheme would therefore take account of wider Local Plan related growth.

Conformity with Green Belt Policy

The application proposes a new standard roundabout at the junction of Higham Lane and Capitol Close which is in part designated Green Belt. Local Plan Policy GB1 seeks to protect Green Belt from inappropriate forms of development in accordance with national planning policy. Paragraph 146 of the NPPF states that transport infrastructure is not considered inappropriate development provided they preserve its openness and where it can be demonstrated that there is a need for a Green Belt location.

The roundabout itself is designed to be of sufficient size and dimension to both provide capacity for the expected vehicle movements and connect the highway approaches in compliance with the relevant design standards. It is also located at the most appropriate point to connect both approaches of Higham Lane and Capitol Close. Siting the junction at this location will allow for the separation of movements between those travelling between M1 J37 and those more westward between Penistone, Stocksbridge and Manchester.

In terms of encroachment into current Green Belt land and impact on openness, slightly less intrusive junction options (such as traffic signals) were considered at an earlier design stage. However, the use of traffic signals would not fit well within the existing and proposed nearby junction types; would be less compliant with the Council's current climate agenda (stopping vehicles at all times of day); would be more visually intrusive to the semi-rural nature of the area; and may have only saved a marginal amount of encroachment due to the need to meet with visibility requirements of such a junction.

The design process has therefore ensured encroachment into the Green Belt and impact on openness were fully considered and the scheme seeks to mitigate visual impacts through replacement planting. The proposal is therefore considered to be compliant with national and local planning policy on Green Belt and does not constitute inappropriate development for the reasons explained above.

Highways Assessment

A Transport Assessment has been provided and assessed by officers in Highways who raised no highways related objections to the proposals for the reasons discussed below. This includes the fact that the design takes into account the future growth associated with MU1 and provides additional capacity on the highway network, is a safe design and meets the required design standards adopted by the Highways Authority.

The submitted Transport Assessment provides a robust analysis of projected future traffic growth including the completion of the link road and totality of the MU1 development and committed development, together with the expected traffic reassignment expected upon completion of the link road. Highways officers have confirmed that they are satisfied with the modelling and analysis undertaken and that the submission sufficiently tests the suitability of the proposed scheme to deliver the necessary highways improvement to support Local Plan growth.

Sustainable Travel

Policy T3 of the Local Plan expects new development to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.

It is recognised that the proposal is principally for highway improvements that increase capacity and reassign traffic. However, in order to deliver identified local plan growth some improvements to highway capacity are unavoidable and reassignment of traffic is intended to provide safety and environmental benefits, particularly along Higham Lane and Higham Common Road. The focus in respect of sustainable travel has therefore been to ensure the proposals support delivery of a multi-user route (including public transport, walking and cycling).

The proposed improvements will increase capacity to enable quicker/easier bus routes to serve the MU1 site and surrounding communities.

Capitol Close does not currently form part of the adopted highway network and due to its modest size and geometry, the existing Higham Lane/Whinby Road roundabout is not best suited to accommodate regular bus movements. The proposal will therefore enable the creation of more direct bus route through a large employment site. In addition, the short length of footway connection between Higham Lane and Capitol Close will be re-located around the proposed junction.

The design proposes a new shared use footway of 3.0m width along the southern kerblines of Capitol Close and a 2.0m footway along the northern kerblines to the new proposed roundabout junction with Higham Lane. Whilst the footway does not continue along the northern side of Higham Lane along the scheme extents, suitable uncontrolled crossings points are provided throughout the design and the shared use provision continues along the southern side. This will provide a much-improved pedestrian and cycle route along Higham Lane.

Highway Safety

Policy T4 in the Local Plan requires new development to be designed and built to provide safe, secure and convenient access for all road users. Paragraph 12.58 in the Local Plan, which provides supporting text to policy T4, states that "whilst all applications will be expected to meet the sustainable travel criteria in policy T3 there

will be occasions where improvements to the existing highway network are also required. We are responsible for making sure the borough's streets are safe for everyone using them".

Paragraph 12.58 goes on to state that "When new developments are built, we make sure any new roads are up to standard and that people using the new development can do so safely and without negatively affecting existing roads. They must be designed and built to provide safe, secure and convenient access for all road users, which will include pedestrians, cyclists, people with special needs and people with mobility problems. In doing so we will support the long term aspirations of the South Yorkshire Road Safety and Casualty Reduction Strategy (delivered through the LTP) which focuses on the need to achieve further reductions in casualties, focusing on vulnerable road users including children and motorcyclists, and on local areas where road safety is a known problem".

The application proposes a design based on a 30mph Design Speed. From information provided by the scheme designer, this was determined following numerous discussions since the publishing of the Local Plan and the design approach has been considered against the wider network aspirations, including those for access through the MU1 site allocation. The selection of a 30mph design speed has been informed by various internal and external factors, namely:

- Future network use;
- Principle of junction types and locations – a series of priority roundabout junctions;
- Number and location of future junctions – six in total across the 1.8km route length between Higham Lane/Capitol Close and Barugh Green Road;
- Junction spacing and the appropriateness of consistent setting of local speeds limits in line with DfT Circular Roads 01/2013, together with previous speed limit advice from the Highway Authority and South Yorkshire Police;
- Access requirements to future development sites;
- Masterplanning context of future infrastructure requirements.

South Yorkshire Police have been formally consulted on the planning application and have not returned any objection. Highways England has also been consulted and raises no objection to the application.

The design conforms to standards provided in the Design Manual for Roads and Bridges (DMRB) as per relevant local policy guidance provided in the sustainable transport SPD. Whilst the design has predominantly been developed in line with standards which are now superseded in recent (2019) updates of DMRB, no relaxations or departures from standard are proposed and the standards listed in the TA remain fit for purpose with the approach being accepted by the Highway Authority. Given that no relaxations or departures are proposed in the application, a road safety audit has not been required but will be required as part of any future detailed design requirements.

Concerns have been raised by Councillor Fielding about the scheme increasing the attractiveness of Higham Lane in advance of the link road being operational. In order to deal with this issue, a condition is proposed which states that the Capitol Close link to Higham Lane cannot be opened until such time that the link road is opened. This would allow the scheme to be constructed (subject to planning permission being granted) but barriers retained in order to stop through traffic.

Having assessed the evidence provided in support of the application and considered the consultations and representations, it is accepted that there is a pressing need to improve the capacity of the existing network to facilitate local plan growth and access into Local Plan allocation site MU1.

Taking into account all of the above in addition to other issues raised in the representations, it is considered that in respect of highway and pedestrian safety, accessibility to public transport and the needs of pedestrians and cyclists, the proposal complies with policies T3 and T4.

Noise

A noise assessment has been submitted and Regulatory Services have confirmed that they are satisfied with the methodology and scenarios used together with the identification of impacts. As the scheme will support access improvements to enable the delivery of site MU1, the submitted report provides an analysis of the future noise impact of both the link road and completed MU1 development.

The report confirms the following:

- The 2 properties nearest to the proposed scheme, namely Higham Manor and Lane Side Farm will not experience any significant change in the noise levels.
- There are 26 properties in the daytime and 21 properties at night time that are going to experience a minor increase in noise levels due to the implementation of the proposed scheme. However, these properties are located on Barnsley Road, outside of the 600m defined boundary. The report derives that these properties due to being located closed to a major road would experience an increase in noise levels over time, regardless of whether the proposed scheme was in place and it is not possible to implement noise mitigation within the scheme to reduce noise levels at such a distance.
- The cumulative noise impacts of the proposed scheme and the fully operating MU1 development predicts that there will be very minimal effect on the majority of properties, excluding a small number of properties located on Higham Lane / Hermit Lane, closed to the new proposed roundabout who will experience a moderate/major increase in noise levels if/when all highway improvements including Claycliffe Link are operational. Future assessments will therefore be required in support of any planning applications for site MU1 and any necessary mitigations secured at that point but based on this scheme alone the impact is considered acceptable.

Having regard to the above, whilst noise impacts would be expected to be mitigated as far as possible if/when future applications are considered, it is apparent that if the benefits of Local Plan growth and the Claycliffe Link are to be realised there will be some unavoidable increases in noise at certain locations. However, the proposal alone does not give rise to unacceptable effects or nuisance and the proposal is therefore considered acceptable and in compliance with Local Plan Policy Poll1.

Air Quality

No exceedance of air quality standards is predicted as a consequence of the scheme alone. On this basis, Regulatory Services do not object to construction of the roundabout on operational phase air quality grounds, taking into its proposed location and layout. The proposal therefore complies with Local Plan Policy Poll1. Further assessments will be required for subsequent application, including the Claycliffe Link.

Visual Impact

The scheme primarily incorporates upgrades to the existing highway together with the construction of a new roundabout and widening of an existing roundabout. It is expected that there will be a minor impact on the residents of Lane Side Farm which is adjacent to the scheme, however as the visual impact is primarily associated with the construction of the new roundabout, due to the scale of the existing boundary treatment of the property and the topography and profile of Higham Lane, this is considered to be negligible. The widening of the existing highway adjacent to the property is also considered to provide negligible visual impact and the benefits of the scheme considered to outweigh any perceived impact.

It is acknowledged that whilst the scheme will lead to the removal of around 0.5 hectares of trees from the adjacent woodland area, mitigation will be secured through a proposed condition requiring the submission of a detailed landscaping scheme that secures the necessary mitigation to offset this loss. The Tree Officer is satisfied that with this approach and has suggested an appropriate condition to satisfy the requirement to mitigation.

Flood Risk and Drainage

The application is supported by a Drainage and Flood Risk Assessment. The site is located in an area of low flood risk.

Consultation responses have been received from the council's Drainage Engineer and Yorkshire Water which require conditions to be imposed requiring a surface water management system so as to prevent an increase in flood risk off the site, together with further details on proposed arrangements for the discharge of foul and surface water.

Subject to the inclusion the suggested conditions, the proposal therefore complies with Local Plan policies CC3 and CC4.

Mining Legacy

A coal mining risk assessment has been included in the supporting documentation which identifies the mining legacy issues likely to affect the proposals and makes appropriate recommendations for further Phase II works to investigate ground conditions. It also provides guidance as to what potential mitigation measures will be required to ensure safe development. The Coal Authority and SYMAS have responded to the consultation confirming that they are satisfied with the approach taken to date but that if planning permission were to be granted they require the imposition of a condition securing intrusive site investigations. This would inform any mitigation measures which would be necessary to ensure that the development is not affected by any land instability issues. Again, the imposition of this condition would ensure the proposal complies with policy CL1.

Biodiversity

A Preliminary Ecological Assessment has been undertaken to the satisfaction of the council's Biodiversity Officer. Whilst there are some omissions in the detail provided in relation to the provision of landscaping within the highway and the replacement hedgerow proposed, this can be resolved through the imposition of conditions requiring the submission of further details post-decision.

Historic Environment/Archaeology

The Conservation Officer does not object to the proposal as the relative significance of the non-designated assets at Lane Side Farm was explored in 2019/0286 (Capitol Park Extension). As part of that application it was determined there was some harm to the setting, but the relative low significance of the assets (unlisted and heavily altered) balanced with other gains meant refusal on this basis was not justified. The road alteration and infrastructure in this application is considered less harmful than the development proposed in 2019/0286 and does not give rise to adverse cumulative impacts.

South Yorkshire Archaeology have been consulted on the scheme and do not object to the proposal subject to the imposition of a condition requiring the submission of a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and a further condition requiring the demonstration of compliance with the WSI prior to the development being brought into use. The required condition will ensure that the scheme is in compliance with Local Plan Policy HE6 Archaeology.

Conclusion

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making

This assessment has considered the need for the proposal and existing highway conditions alongside other material considerations including residential amenity, visual impact, highway and pedestrian safety, flood risk and biodiversity.

The proposal seeks the provision of a new roundabout to connect Higham Lane and Capitol Close, upgrades to Higham Lane and the widening of the existing Capitol Park roundabout. If approved, the scheme together with proposals for new roundabouts to serve site MU1 (subject to a separate planning applications 2020/0027 & 2020/0028) are intended collectively deliver the necessary off site highways mitigations required to unlock the MU1 site to meet identified housing and employment need (1700 new homes, 43 hectares of employment land, a new primary school and supporting community infrastructure).

When considered as part of a wider package of improvements, the proposal is eventually intended to divert existing traffic away from existing routes and provide a purpose-built multi-user route between Claycliffe and Dodworth thus reducing existing issues on the highway network and promoting sustainable travel.

Based on the findings in this report, the proposal is considered to conform with the development plan, national planning policy and associated guidance and is deemed acceptable having regard to all other material considerations.

Recommendation

Grant planning permission subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby approved shall be carried out strictly in accordance with the plans (reference: HD/C563.69.1/PA/001 and HD/C563.69.1/PA/002) and specifications as approved unless required by any other conditions in this permission.

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

- 3 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- The parking of vehicles of site operatives and visitors
- Routing of and means of access for construction traffic
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- Wheel washing facilities
- Measures to control the emission of dust and dirt during construction
- Measures to control noise levels during construction
- A Construction Environmental Management Plan (CEMP) to outline the mitigation to be put in place to ensure no impacts to biodiversity occur as a result of construction
- A Construction Traffic Management Plan including details of volumes and types of construction traffic, identification of delivery routes, identification of agreed access point, Contractors method for controlling construction traffic and adherence to routes, construction period, and temporary signage.

Reason: In the interests of highway safety, residential amenity, ecology and visual amenity, in accordance with Local Plan policies T4, BIO1, and Poll 1.

- 4 Prior to any works commencing on site full detailed highway engineering, drainage, street lighting and signing / lining details shall be submitted to and approved in writing by the LPA. The works shall subsequently be constructed in accordance with the approved details.

Reason: In interests of highway safety, in accordance with Local Plan Policy T4

- 5 No works shall commence until a phasing plan and arrangements have been submitted to and agreed in writing with the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety in accordance with Local Plan policy T4.

6. On commencement of development a Detailed Landscape/Ecological Management Plan (LEMP) should be submitted to the Local Planning authority for approval. The LEMP should show how the site will be managed for

biodiversity in perpetuity. The scheme shall then be implemented in accordance with the approved details

Reason: In the interests of biodiversity in accordance with BIO1.

7. No development shall commence until intrusive site investigations have been carried out on site to establish the exact situation in respect of coal mining legacy features. The findings of the intrusive site investigations shall be submitted to the Local Planning Authority for consideration and approval in writing. The intrusive site investigations shall be carried out in accordance with authoritative UK guidance. Where the findings of the intrusive site investigations identify that coal mining legacy on the site poses a risk to surface stability, no development shall commence until a detailed remediation scheme to protect the development from the effects of such land instability has been submitted to the Local Planning Authority for consideration and approval in writing. Following approval, the remedial works shall be implemented on site in complete accordance with the approved details

Reason: In the interests of land stability in accordance with Local Plan Policy CL1

8. No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation in situ of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed.

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

9. Upon commencement of development, full details of soft landscaping works, including details of the species, positions and planted heights of proposed trees; 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.

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.

- 10 No construction works in the relevant area (s) of the site shall commence until measures to protect the public water supply 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. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times. If the required stand-off or protection measures are to be achieved via diversion or closure of the water main, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that, prior to construction in the affected area, the approved works have been undertaken.

Reason: In the interest of public health and maintaining the public water supply in accordance with Local Plan Policy CC1.

- 11 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. This shall also include details on the following:

- A scheme for the provision and implementation of a surface water run-off limitation into the watercourse.
- A scheme showing surface water run-off from hardstanding (equal to or greater than 800 metres and/or communal car parking area(s) of more than 50 spaces to be passed through an oil, petrol, and grit interceptor/separator or another adequate design

Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development

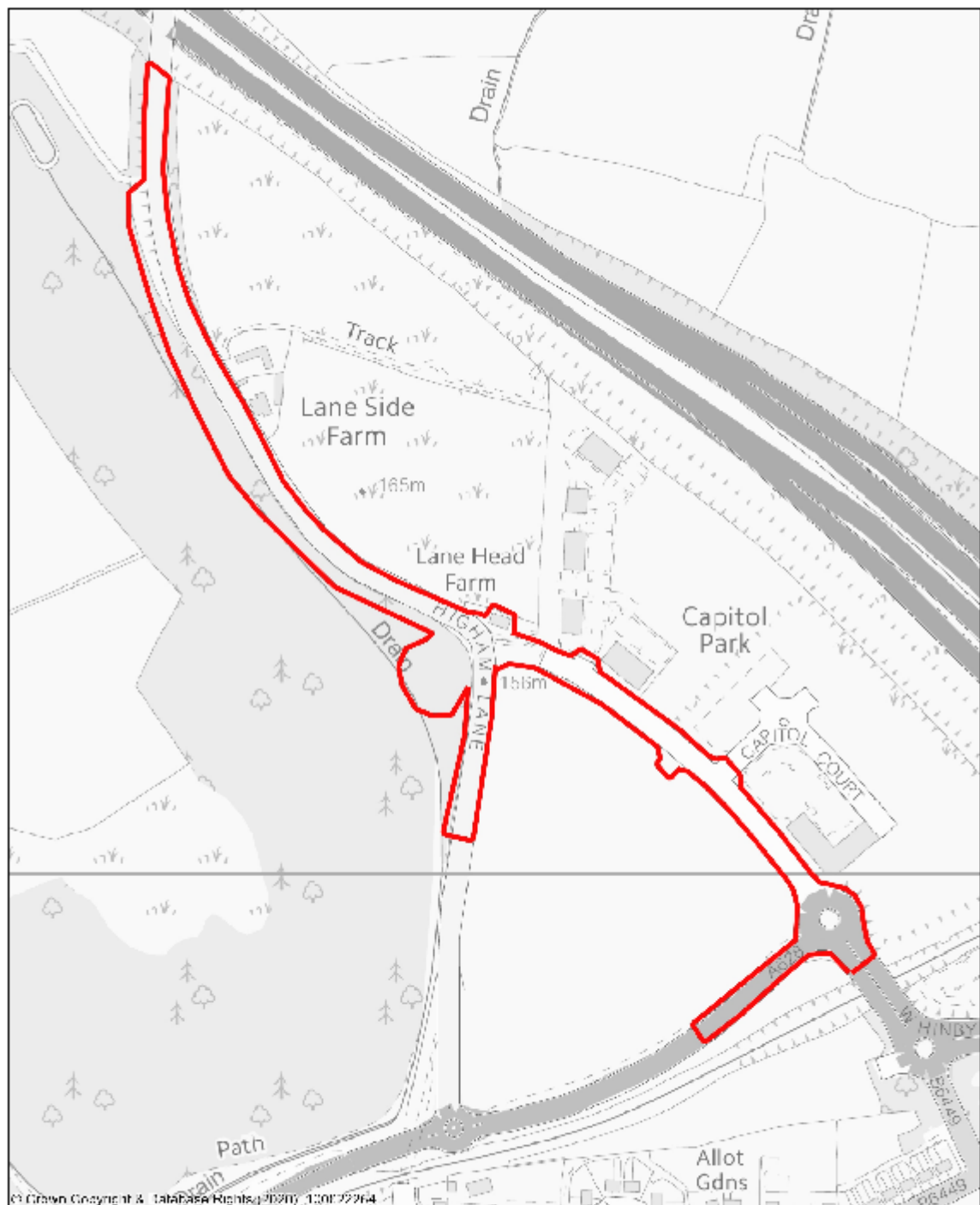
Reason: To ensure the proper drainage of the area in accordance with Local Plan Policy CC1

- 12 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved by the local planning authority before development commences.

Reason: To ensure that the site is properly drained and surface water is not discharged to the foul sewerage system which will prevent overloading in accordance with Local Plan Policy CC1.

PA Reference:-

2020/0040



BARNSELY MBC - Regeneration & Property

Scale: 1:3500

