
2020/0027 Full Planning and 2019/1567 Listed Building Consent

Applicant: Strata Sterling Barnsley West Limited

Description: Highways infrastructure proposal at Barugh Green Road and Cannon Road including relocation of a Grade II Listed Milepost.

Site Address: Land at Barugh Green Road and Cannon Way Junction

Objections have been received from 13 residents in response to the consultation carried out for 2020/0027. A further 4 comments were received for LBC application 2019/1567.

Background

The Masterplan Framework for Barnsley West (MU1) was adopted in December 2019 and seeks to deliver the Local Plan ambitions on the large strategic allocation which will see the delivery of 1700 new homes, 43 hectares of employment land, a new primary school and supporting community infrastructure. In order to facilitate the delivery of the MU1 site, both the Local Plan and adopted Masterplan Framework require the delivery of highways improvements required to unlock the site and benefits associated with delivering this key development.

In January this year, three planning applications were submitted that will deliver the highways improvements required to unlock the site as follows:

- 2020/0027 which will deliver the 'northern roundabout' on Barugh Green Road and is the subject for this report.
- 2020/0028 which will deliver the 'southern roundabout' on Higham Lane between the M1 motorway bridge and the Hermit Lane entrance.
- 2020/0040 the 'Capitol Close' scheme, which was approved at PRB 1st September 2020 and shall deliver a new roundabout connecting Capitol Close and Higham Common Lane, together with delivering upgrades to Higham Common Land and Capitol Close.

The planning strategy for the MU1 site and link road is yet to be determined, but these applications will come forward separately and be subject to separate reports presented to Planning Regulatory Board. Whilst the planning applications will be considered separately, the technical reports submitted in support of the abovementioned highways schemes have been prepared with the totality of the MU1 development in mind.

Site Description

The site comprises land at Barugh Green Road (A635) at the junction of Cannon Way and is around 0.71 hectares. The land to the South is Local Plan mixed use allocation MU1 Land South of Barugh Green Road and currently comprises agricultural land. To the north the existing junction provides access to Claycliffe Business Park. Immediately to the east of the site is existing residential properties together with Tudor Rose Nurseries. Existing residential properties are located to the west of the site.

The site and immediate surroundings predominantly consist of existing commercial businesses at the adjacent Claycliffe Business Park and the settlements of Higham to the west, Barugh Green to the north and Redbrook to the east.

Proposed Development

The proposal is to construct a new four-armed roundabout junction on Barugh Green Road that connects to the existing junction with Cannon Way and provides a northern access to the MU1 site. The four-armed roundabout will incorporate two lane entry from Barugh Green Road and replace the existing three-way arm priority junction at the intersection.

The scheme will require the re-location of an existing Grade II listed milepost which is covered under a Listed Building Consent application reference 2019/1567 that is also considered within this report.

The primary role of the development is to provide access to the MU1 development site.

Relevant Planning History

The application is related to planning application 2020/0028 for the 'southern roundabout' on Higham Lane between the M1 motorway bridge and the Hermit Lane entrance, which is also on this meeting agenda.

The Capitol Close works section and roundabout (2020/0040) was approved at PRB 1st September 2020 and will deliver a new roundabout connecting Capitol Close and Higham Common Lane, together with delivering upgrades to Higham Common Land and Capitol Close.

Collectively these schemes will deliver the necessary off-site highways improvements to provide access to the MU1 site.

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

The MU1 (Barnsley West) Masterplan Framework is also a material consideration and includes requirements to deliver highways improvements to provide access to the site.

Local Plan Allocation – Urban Fabric, Mixed Use Site MU1

Relevant Local Plan Policies are:

SD1 Presumption in favour of Sustainable Development
GD1 General Development
LG2 The Location of Growth
E1 Providing Strategic Employment Locations
E2 The Distribution of New Employment Sites
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

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 – Do not object to the application for the reasons explained in the assessment section of the report.

Biodiversity – Does not object to the proposal subject to a condition being imposed to ensure that the mitigation measures set out in the updated ecology report are followed through.

Conservation Officer – No objections to the relocation of the listed milepost (subject to related listed building consent application 2019/1567), subject to the imposition of conditions to agree the conservation works and treatment of the asset.

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

Drainage – No objections subject to 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.

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

Yorkshire Water – No objections subject to the imposition of a condition requiring 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.

Historic England-Offer no comments and defer to specialist conservation officer.

South Yorkshire Archaeological Service-No objections due to site history and low likelihood of archaeological potential. No archaeological investigation required.

Representations

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

Objections have been received from 13 residents in response to the consultation carried out for 2020/0027. A further 4 comments were received for LBC application 2019/1567 however these in the main relate to planning application 2020/0027 rather than raising concerns around the relocation of the listed milepost.

No supportive responses have been received from residents.

Cllr Fielding wrote to seek clarification on several technical matters and raised concerns around the validity and robustness of technical assessments including noise, air quality impact, traffic assessments, rights of way, contamination, drainage and impact on trees and hedgerows.

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 on hedgerows within the site.

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

Highway safety

- Question why Highways Agency not a consultee on application
- Additional traffic generated from wider MU1 development
- 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

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
- 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

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 application proposes a new four-armed roundabout junction on Barugh Green Road that connects to the existing junction with Cannon Way and provides a northern access to the MU1 site. The four-armed roundabout will incorporate two lane entry from Barugh Green Road and replace the existing three-way arm priority junction at the intersection

The case in support of the development is one based around the need to facilitate access into the mixed-use allocation, MU1 (Barnsley West). Together with planning application 2020/0028 which seeks to deliver the southern roundabout to serve the site, the proposals collectively seek to deliver the necessary off site highways infrastructure works to facilitate the access to the development site, taking account of the future growth anticipated relating to site MU1 and wider Local Plan related growth. 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.

The roundabout schemes, together with the provision of the link road will lead to traffic reassignment when the link road is operational. For residents in the local area this will lead to a welcomed reduction in HGV movement on Higham Lane in the long run.

Highways Assessment

The proposal seeks to construct a four-arm priority roundabout junction at the junction of A635 Barugh Green Road and Cannon Way (Claycliffe Business Park). A fourth arm stub is proposed to enable a future connection into the future development of the allocated Local Plan mixed use development site MU1. To accord with the selected design speed of the proposed roundabout the application seeks to amend the current posted speed limit change (40mph/30mph) located approximately 75m west of the Cannon Way junction.

Transport Assessment

It is accepted that this application does not propose any development and is seeking approval for highways infrastructure only. Nonetheless, to ensure that the roundabout would be for purpose given its future role on the highway network, a Transport Assessment has been provided and assessed by officers in Highways.

The Assessment incorporates appropriate TEMPRO traffic growth figures consistent with those agreed and used in other localised traffic assessments. Committed development also largely reflects what was agreed at the scoping stage with Highway Officers and Highways England.

The trip rates provided in the TA for Phase 1 of MU1 to inform the interim year assessments are consistent with rates agreed at scoping and those used in other applications. The use of the Barnsley Transport model to determine indicative network redistributions as a result of future development/link road construction scenarios is also deemed acceptable.

The selection of scenarios tested the junction proposals for both a worst-case interim year without a link road and a 2033 future year with link road and full growth/development. The results in the TA show that the proposed junction would continue to operate within required capacity limits in the worst-case future year.

Having regard to all of the above, the Transport Assessment is deemed acceptable by Highways. Accordingly, whilst the proposal is for highway infrastructure only, it is considered that a sufficient assessment has been

undertaken to demonstrate that the roundabout will have sufficient capacity given its ultimate intended use.

Highway Safety

The application proposes a roundabout design based around a 30mph Design Speed. The design achieves substantial compliance with the Design Manual for Roads and Bridges as is required by current adopted local policy guidance provided in the sustainable transport SPD. It is noted that the proposed design is subject to a small number of 'relaxations from standard', hence a stage 1 Road Safety Audit (RSA) has been undertaken. A number of items were raised within the RSA and have led the applicant/designer to produce a designer's response statement. The justification and reasoning of proposed relaxations within the design has been carefully considered and are deemed acceptable by the Highways Authority.

Following internal review of the proposals it is felt necessary to recommend an appropriately worded planning condition to ensure that some areas of visibility are protected by means of appropriate surfacing to areas currently identified as highway verge, particularly to the visibility splay to the south from the minor residential arm.

Other Highway Matters

South Yorkshire Passenger Transport Executive have been formally consulted on the planning application and have not returned any objection.

The design proposes a new shared use footway of 3.0m width along the immediate key approaches of the junction where achievable, with appropriate tie-ins to existing infrastructure outside of the main design elements. Pedestrian crossing points are provided either across entry/exit arms or within close proximity to the junction itself.

Highway Assessment Conclusion

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. In addition, the proposal is considered acceptable taking into account highway and pedestrian safety.

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 Local Plan Policies T3 and T4.

Impact on Residential Amenity

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 scenarios used to test the potential future impacts of the wider development identified a short-term impact on around 30 existing properties within the vicinity of the scheme. This is due to the opening of the link road rather than the proposed roundabout under consideration. In addition, it is possible to mitigate the future short-term impact through appropriate design and layout of the MU1 development in order to ensure that there is no impact in the longer term. This will be considered in the determination of future planning applications on the site.

Whilst the noise report identifies a future noise impact, this is not as a result of the proposed scheme and cannot be mitigated within the current proposal. Future assessments will be required in support of any planning applications for site MU1 and any necessary mitigations secured at that point.

The proposal is therefore considered acceptable and in compliance with Local Plan Policy Poll1.

Air Quality

Whilst the submitted air quality assessments show increase in air pollution concentrations at existing sensitive receptors near to the proposed roundabouts, due to the completion of the roundabouts and link road, the assessments consider this to be not significant. No exceedance of air quality standards is predicted near to the proposed roundabouts as a consequence of their construction. 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. Further assessment will be required in support of future planning applications for MU1 and appropriate mitigation agreed as necessary as part of those schemes.

The proposal is therefore considered acceptable and in compliance with Local Plan Policy Poll1.

Visual Impact

As the submitted scheme will result in the significant realignment/widening of the highway together with the removal of some hedgerow of local ecological significance, there will be a moderate visual impact for existing residents to the east and west of the scheme.

Whilst the submitted planning statement refers to landscaping to mitigate the impact of the removal of existing landscaping, the General Arrangement plan indicates grass verges with no further detail submitted. Furthermore, the Planning Statement states that in order to meet the requirements of Local Plan Policy D1 development should include a comprehensive and high quality scheme for hard and soft landscaping however this is not presented within the application.

In order to soften the appearance of the roundabout and mitigate the visual impacts associated with development, a condition requiring the submission of a landscaping scheme (hard and soft) is required in order to ensure compliance with Policy D1.

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. In terms of foul water, it is proposed to discharge into a public foul sewer system in Capitol Close and surface water will discharge to an existing public surface water sewer in Capitol Close at a restricted rate. This will require the necessary approvals from Yorkshire Water.

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.

Climate Change

Local Plan policies CC1 and CC2 seek to reduce the causes of and adapt to the future impact of climate change. The proposal is a standalone piece of infrastructure but which is intended to create access to the MU1 site as well as a new multi-user link road. Given highway construction standards it is not considered technically feasible to incorporate different materials, but full provision is made for active travel (pedestrians and cyclists). The proposal is also consistent with the Hoyland West Masterplan Framework which includes site specific strategy for sustainable urban drainage and green infrastructure on a sustainably located site within Urban Barnsley.

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 who has no objections to the proposals subject to the imposition of conditions requiring further details of the biodiversity retention/mitigation/enhancements to be provided in order to ensure compliance with Local Plan Policy BIO1 and SPD's Biodiversity/Geodiversity and Trees/Hedgerows.

Historic Environment/Archaeology

SYAS agree with the desk based archaeological assessment which is that the site has low potential for archaeological remains due to the amount of ground disturbance that has taken place within the site. As such they have confirmed that they do not object to the proposed development and do not require any conditions imposing. In respect of archaeology, the proposal therefore complies with Local Plan policies HE1 and HE6.

The planning application (2020/0027) and LBC application (2019/1567) propose the relocation of a listed milepost. The council's conservation officer is supportive of the proposal and considers that the revised location would physically safeguard the asset more effectively as it is further away from traffic, risk of collisions and salt spray.

There will need to be some mitigation to offset the harm agreed and secured by condition. This includes 2 conditions relating to an agreed set of conservation works by an approved specialist and the treatment of the asset in accordance with the Milestone Society publication Guidance on Conservation of Milestones & Other Waymark Feature in consultation with the local authority Conservation Officer. Subject to the required conditions the proposal is in compliance with Local Plan Policies HE1 and HE6.

Balancing Exercise/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.

Site Policy MU1 of the Local Plan sets out the requirement for the mixed-use allocation including the provision of on and off-site highways infrastructure works.

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, climate change and biodiversity.

The proposal seeks the provision of a new roundabout to provide the southern access to the MU1 site. If approved, the scheme, together the proposal for the northern roundabout (2020/0028) and previously approved Capitol Close development (2020/0040), will collectively deliver the necessary off-site highways mitigations required to unlock the MU1 site to help deliver identified development within the Local Plan period (1700 new homes, 43 hectares of employment land, a new primary school and supporting community infrastructure).

In addition to the benefits generated from helping to facilitate the wider benefits of the MU1 development, the proposal when considered as part of a wider package of improvements will also have the added benefits of diverting existing traffic away from existing routes and through MU1 in the long term thus reducing existing issues on the highway network. Given the extent to which the MU1 site will meet identified employment and housing need, the role the roundabout will play in opening it up and facilitating the “Claycliffe Link” attracts substantial weight when balancing the merits of the proposal.

In contrast, the short term negative visual and biodiversity impacts only attract limited weight, particularly given the proposals within the adopted Masterplan Framework which seek to enhance visual amenity and biodiversity, particularly through the creation of green infrastructure corridors within the MU1 site.

It is therefore considered that the proposal complies with Local and National Planning Policy and that the benefits of the proposal clearly outweigh the identified harm.

Recommendation

Grant planning permission and Listed Building Consent subject to the following conditions:

2020/0027 (Planning permission)

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 following plans as approved unless required by any other conditions in this permission:-

- Location Plan- 9014 A1-100-P-004
- 9014-A1-100-P-003-D Engineering layout
- 9014-A1-100-P-001-D General Arrangement

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:

- Working times
- 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
- Measures to control mud and dust being transferred to the public highway
- 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, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

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

5. 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 and timescales.
Reason: In interests of highway safety, in accordance with Local Plan Policy T4.
6. Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the implementation of a Traffic Regulation Order to cover the proposed change of speed limit as indicated in the approved Transport Assessment. has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details and timescales.
Reason: To ensure that the highway works are designed to an appropriate standard in the interest of highway safety.
7. No works shall commence until a programme of works 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 and timescales.
Reason: In the interest of highway safety, in accordance with Local Plan policy T4.
8. 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 and approved in writing by the Local Planning Authority. 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 and approved in writing by the Local Planning Authority. 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.
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 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.

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 the proper drainage of the area in accordance with Local Plan Policy CC1.

11. Upon commencement of development details of a scheme of biodiversity enhancement measures, including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

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

12. No development shall commence until an agreed set of conservation works by a professional specialist conservation laboratory / contractor has been submitted to and approved in writing with the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details. Treatment of the asset should be in accordance with the Milestone Society publication Guidance on Conservation of Milestones & Other Waymark Feature and in consultation with the local authority Conservation Officer – specifically sections 5 / 6 of the attached guidance.

Reason: To ensure the protection of historic assets in accordance with HE1.

13. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan Policy D1.

14. Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays, with the exception of any specific works which shall be agreed in advance in accordance with details to be submitted to and approved in writing with the Local Planning Authority.

Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.

2019/1567 (Listed Building Consent)

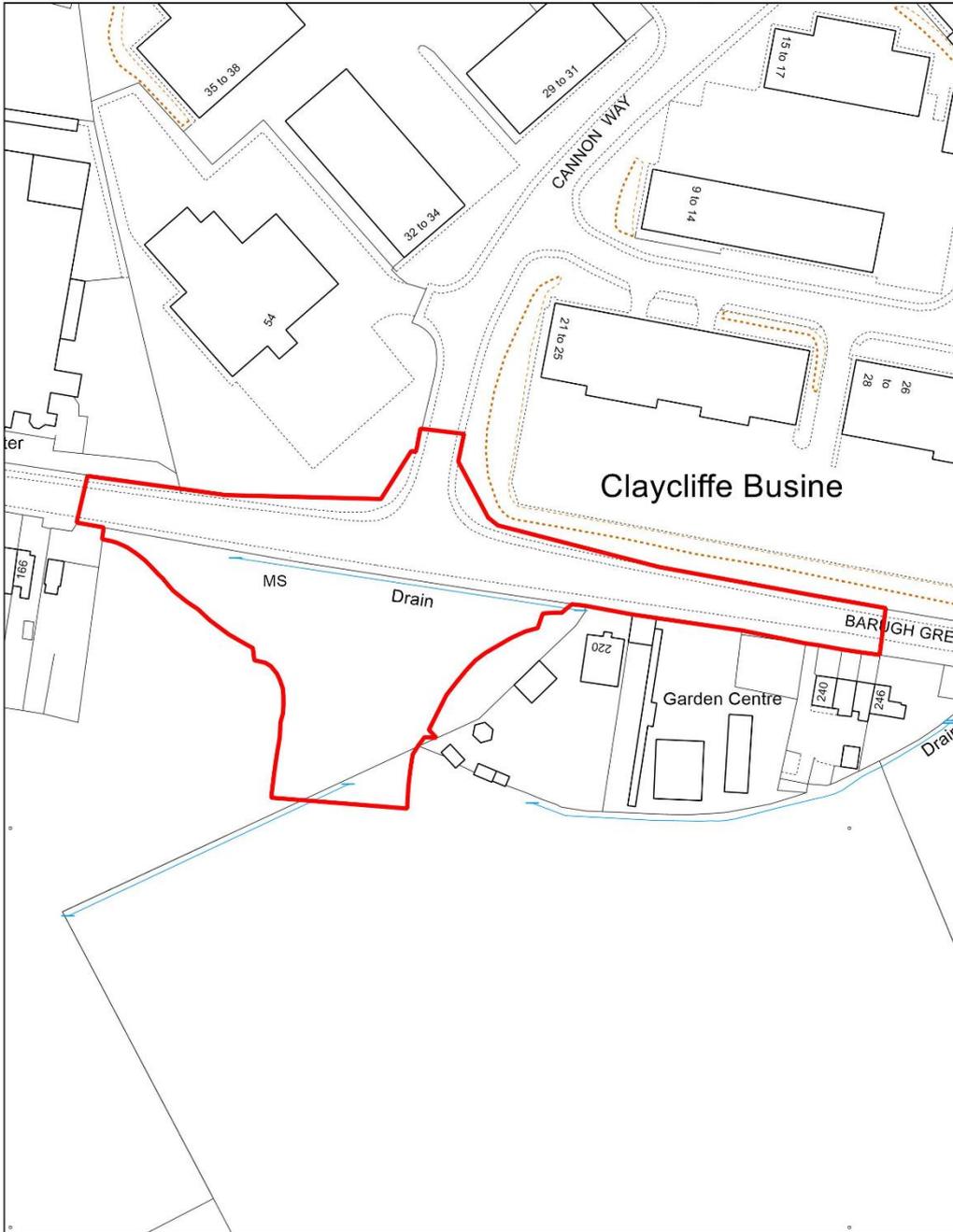
1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In accordance with Section 18 of the Listed Buildings Act 1990, as amended S51(4) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out strictly in accordance with the following plans as approved unless required by any other conditions in this permission:-
 - Location Plan- 9014 A1-100-P-004
 - 9014-A1-100-P-003-D Engineering layout
 - 9014-A1-100-P-001-D General Arrangement**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 commence until an agreed set of conservation works by a professional specialist conservation laboratory / contractor has been submitted to and approved in writing with the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details. Treatment of the asset should be in accordance with the Milestone Society publication Guidance on Conservation of Milestones & Other Waymark Feature and in consultation with the local authority Conservation Officer – specifically sections 5 / 6 of the attached guidance.
Reason: To ensure the protection of historic assets in accordance with HE1.

PA Reference:-

2020/0027



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