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## **Ref 2021/1511 Full Planning Application**

Applicant: Barnsley Council

Description: Creation of a new roundabout on the A635 Barnsley Road, Goldthorpe. Works also include new drainage, street lighting and signs and lines.

Site Address: A635 Barnsley Road, Goldthorpe, Rotherham

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### **Background**

The Masterplan Framework for Goldthorpe (ES10) was adopted in September 2021 and seeks to deliver the Local Plan ambitions on the large strategic allocation which will see the delivery of 73 hectares of employment land and supporting community infrastructure. In order to facilitate the delivery of the ES10 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.

This planning application is for a roundabout and highways improvements, including facilitating anticipated increased traffic growth, that are required to unlock the site allocation ES10.

Planning applications for site allocation ES10 will be considered separately. However, some of the technical reports submitted in support of the abovementioned highways schemes have been prepared with facilitating the development of ES10 in mind.

Recent highways works to upgrade Cathill, Broomhill and Wath Road roundabouts have been completed. These were undertaken to address existing congestion and ensure that the road network has the capacity to accommodate any future traffic growth from the development of the local plan allocated employment site ES10.

The Goldthorpe Towns Deal Fund was successful in gaining a £23.1m investment in the Dearne Valley. The wider development proposals of ES10 directly contributes to the objectives of the towns fund.

### **Site Description**

The proposed roundabout is situated on the A635 Barnsley Road, Goldthorpe between Cathill Roundabout and Holly Grove Roundabout. The A635 Barnsley Road is part of the primary route linking Barnsley to Doncaster. The site is currently surrounded by agricultural fields to the north and south. The northern boundary of the site falls within Green Belt. Carr Dike runs to the east of the proposed roundabout, whilst to the west is a small lay by and several detached residential properties. Land to the south is allocated within the Local Plan as employment use.

### **Proposed Development**

The proposal is to construct a new roundabout junction on Barnsley Road. The roundabout will be a three-armed roundabout, with dual entry and single exit lanes. The roundabout is a stand alone roundabout on the existing highway.

The primary role of the development is to provide access to the ES10 development 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 Goldthorpe ES10 Masterplan Framework is also a material consideration and includes requirements to deliver highways improvements to provide access to the site.

Local Plan Allocation –Employment Use Site ES10

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

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

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

### **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

150 . Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are: a) mineral extraction; b) engineering operations; 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**

Ward Members – no responses received

Billingley Parish Council – no responses received

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

Biodiversity – Supports the Ecological Impact Assessment and welcomes the recognition of the SSSI close by. Would prefer to see statement or supporting document with respect to how this development is supposed to achieve minimum 10% Biodiversity Net Gain but understands that the other developments within ES10/ Goldthorpe Masterplan Framework area are going to be required to compensate for this roundabout application's ecological impacts. Does not therefore object subject to a condition requiring full details of any landscaping associated with this application which is intended to contribute to the final overall Biodiversity Net Gain offer for the Masterplan Area.

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) subject to conditions.

Doncaster Council –

### *Transportation Section;*

The roundabout is not a trip generator in itself, however, it is the creation of the access for a proposed development site. There is no TA so the impact on Doncaster's network cannot be properly assessed, however, a high level distribution exercise has taken place and is included in the Traffic Modelling report, this states that 13% of the development traffic will head to Doncaster. This equates to 106 2-way trips in the AM Peak and 85 2-way trips in the PM Peak, these trips may be further diluted before they reach Doncaster's boundary. The modelling does show that the roundabout design can accommodate the proposed development satisfactorily. We would expect DMBC to be consulted when the proposed

development planning application comes in and there will be a full Transport Assessment included with this to fully assess the impact on Doncaster's Network, at that stage, if required, we can then respond and discuss further with Barnsley MBC should the impact be severe and any mitigation is required.

*Highways Section;*

In terms of HDC then we have no comments to make as it is West of Goldthorpe and well inside the Barnsley boundary. There is a potential issue for Doncaster in terms of the additional traffic onto our network as the proposed Industrial Units and associated traffic will more than likely use the A1 for access onto the motorway network.

*Air Quality: Extant Air Quality Regulations*

The application is for a proposal to build a new/additional roundabout on the A635 within the administrative area of Barnsley Metropolitan Borough Council. The A635 is a main arterial route that goes through the residential areas of Marr and Hickleton and therefore the potential effect on air quality is of material concern. The roundabout in itself will not affect existing air quality.

Public Rights of Way – No objections following the amended plans which include the provision of new steps to the Public Right of Way and footway.

Regulatory Services – Comments provided on the noise implications of the proposal which are covered in the section on residential amenity below. Condition advised to reduce impact on residents during construction works.

Tree Officer – No objection from an arboricultural perspective subject to condition requiring the submission of detailed landscaping scheme and tree protection plan.

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.

Yorkshire Wildlife Trust – Advice provided regarding trees offering suitability for roosting bats and need for bat surveys if the identified trees are to be impacted by the development. The application has confirmed that the trees identified are to be retained.

## **Representations**

The application was advertised by 298 neighbour notification letters, press and site notices. A further re-consultation was undertaken following the submission of amended information.

Objections have been received from 9 residents in response to the consultation.

One supportive response has been received from a resident.

Landowners within the ES10 site have also expressed their support for the roundabout.

Objections received can be summarised under the following themes:-

#### Harm to living conditions of existing properties

- Construction of roundabout needs to be undertaken quickly and nearby residents compensated
- Impact during construction
- Impact of proposals upon Billingley residents has not been considered
- Air quality impacts to be considered

#### Highway safety

- Concern that Billingley Green Lane will be used as a rat run and create safety issues for residents
- Unclear as to why a roundabout would be required in this location
- Request for measures to be put in place in Billingley to reduce speeds within the village
- Concerns that Traffic Assessment numbers are incorrect and are too low
- Traffic disruption
- Need to remove right turn onto Billingley Green Lane and create a right turn from Billingley Green Lane towards Barnsley
- Request for bus stops to remain
- Already too many roundabouts
- Money should be spent on other roads within the vicinity

#### Overdevelopment/future development concerns/link to the Local Plan

- Roundabout should not be considered in isolation to wider ES10 development
- Proposals within Masterplan require reconsidering as a result of the pandemic and Brexit – no need for additional employment land
- Loss of green belt

#### Ecological concerns

- Development would impact upon wildlife which is unacceptable
- Pollution
- Impact on climate change

### **Assessment**

#### The Need for the Proposal

The application proposes a new roundabout junction on Barnsley Road that would connect to a future arm, providing access to the ES10 site. The proposal has been designed as a stand alone roundabout and as such, would not result in an increase in traffic.

The case in support of the development is one based around the need to facilitate access into the employment use allocation, ES10. The scheme seeks to deliver the necessary highways infrastructure works to facilitate the access to the development site, taking account of the future growth anticipated relating to site ES10 and wider Local Plan related growth. In accordance with Local Plan Policy LG1 and the adopted Spatial Strategy, Principle Towns are expected to accommodate a significant amount of the borough's growth in relation to employment and housing.

Site ES10 will deliver 72.9 hectares of the 80.9 hectares of employment land allocated in Goldthorpe (including Thurnscoe and Bolton on Dearne).

The roundabout would result in a decrease of traffic speeds along this stretch of the road which would be welcomed by residents living within the proximity of the site.

### Green Belt

The northern boundary of the roundabout is within the Green Belt. Paragraph 150 of the National Planning Policy Framework indicates that local transport infrastructure is not inappropriate development as long as it preserves openness and does not conflict with the purposes of including land within the Green Belt. In this instance, because the incursion into the Green Belt is so slight, openness would be preserved and there would be no conflict with the purposes of including land in the Green Belt. It is also not possible to move the roundabout further south or east as this would increase its vulnerability to flooding. A location further to the west would also move it closer to existing residential properties.

It is therefore considered that the proposal complies with paragraph 150 of the National Planning Policy Framework and is in accordance with Local Plan Policy GB1.

### Highways Assessment

The application is supported by a number of documents, including general arrangement plans, swept path assessments, a road safety audit (RSA) and traffic modelling report.

Details contained in the traffic modelling report have been reviewed to ensure that appropriate levels of traffic movement have been included in the assessment, which forecasts a future year of 2033, and that the current output Ratio to Flow Capacity values are well within acceptable parameters.

The Road Safety Audit (RSA) was updated during the consideration of the application and now demonstrates that the new footway provision has been audited. The additional footway may attract pedestrian use from within any future development and where it suddenly terminates, may lead to increases in pedestrians attempting to cross a wide high speed highway. A designers response to the RSA has now been received which is considered to be satisfactory with relevance to the design submitted for audit. The Supplementary Guidance Note demonstrates that the designer has taken on board comments in relation to the later additional footway provision (not part of the RSA audit design) proposed to connect into the PROW network and that additional measures are to be considered to discourage undesirable pedestrian movements across the A635.

The updated RSA demonstrates that the designer has fully reviewed the local highway safety records to ensure any design related implications have been considered.

The RSA also makes recommendations for the provision of street lighting and signage which the designers response has addressed along with the comments from Highways Development Control. Accordingly street lighting and signage are matters which can now be dealt with by way of an appropriately worded planning condition.

The application is ultimately to facilitate access to an allocated future employment site to the south of the A635. As part of any future applications the Council will carefully consider how accessible the site is by sustainable modes, including provision of bus stops. It is accepted that the proposed design does not prejudice the need to secure necessary infrastructure as part of any subsequent application to develop the site. Highway Development Control therefore raise no objection to this application subject to suitable conditions and informatives being attached and the proposal therefore complies with Local Plan policy 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. The assessment has assessed construction impacts and operational impacts of the roundabout.

The scenarios used to test the potential future impacts of the wider development identified a short-term construction noise impacts at local residential properties should nighttime working be required. This impact is limited to the closest properties to the site. The report recommends best practice techniques that could be used to minimise such an impact.

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

### Air Quality

The scope of the air quality assessment has been agreed with Pollution Control. In isolation, the proposed roundabout will not result in air quality impacts as it will not be associated with changes in traffic that would affect air quality at any of the identified receptors. The assessment has however, considered both the roundabout and wider ES10 development. As this application is for the roundabout alone and not additional built development, the wider impact upon air quality would be considered when assessing future planning applications. Such an approach is consistent with the response received by Doncaster Council, who have expressed that they would wish to agree the scope of future air quality assessments. Accordingly, 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 is therefore considered acceptable and in compliance with Local Plan Policy Poll1.

### Visual Impact

As the submitted scheme will result in the realignment/widening of the existing highway together with the removal of some trees and vegetation of local ecological significance, there will be limited visual impact.

Billingley village to the north-west of the site is a conservation area, therefore consideration should be afforded to its setting. In this instance, it is considered that the village is of a sufficient distance away to not cause substantial harm.

Local Plan Policy D1 states that development should include a comprehensive and high quality scheme for hard and soft landscaping however this is not presented

within the application. Proposed landscaping works should also include planting to minimise the impact upon the nearest residential properties.

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 roundabout is located to the west of Carr Dike, which runs under the A635 and flows in a south westerly direction through the site and towards Old Moor and ultimately discharges into the River Dearne. The roundabout itself is almost completely located within Flood Zone 1 meaning it is at low risk of fluvial flooding. However, where Carr Dike runs underneath the A635, the highway is shown to be at potential risk from fluvial flooding from the 1 in 100 year fluvial event. The site layout plan demonstrates that the only works proposed within this area will be resurfacing of the existing highway. No changes to the layout or level of the existing carriageway and culvert beneath the highway have been proposed. This is because it is not practicable to raise the level of the highway in this location, as levels along this section need to tie in with the existing highway. Nonetheless, because the part of the site where carriageway resurfacing is proposed lies within Flood Zones 2 and 3, the application is supported by a Flood Risk Assessment.

Given, there is no change to the level of risk as a result of the proposals and the development itself, the vulnerability of the development to flooding is unaltered and considered to be low. A sequential test has not been included within the FRA as the location of the roundabout is somewhat determined by what would be considered acceptable in terms of highways safety alongside the overall aim of opening up ES10. However an Exception Test has been undertaken which:

1. Demonstrates that the development provides wider sustainability benefits to the community that outweigh flood risk (i.e. facilitating access to a substantial employment site within an area suffering from high levels of deprivation).
2. Demonstrates that the development will be safe for its lifetime, taking account of the vulnerability of its users, without increasing flood risk elsewhere (based on the findings of the Flood Risk Assessment) .

Consultation responses have been received from the Council's Drainage Engineer and Yorkshire Water which require conditions to be imposed requiring a foul and 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 ES10 site. 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. Whilst the Biodiversity Officer initially advised that Biodiversity Net Gain should be required for this application and the appropriate metrics provided. In this instance, it has been subsequently agreed that the Biodiversity Net Gain will be provided alongside the requirements for the main ES10 site which will ensure that the 10% minimum requirement be delivered in a cohesive manner. This is consistent with the approach taken to the Barnsley West roundabouts, where the Biodiversity Net Gain is to also be delivered within the wider site. A condition requiring further details of the biodiversity mitigation/enhancements is proposed in order to ensure compliance with Local Plan Policy BIO1 and SPD's Biodiversity/Geodiversity and Trees/Hedgerows.

### Trees

The Forestry Officer has reviewed the tree report and protection plan submitted with the application. A tree protection plan details how the trees to be retained as part of the scheme will be protected during construction works. A landscaping plan should be secured by condition to demonstrate how trees and vegetation lost as part of the construction works will be replaced. Replacement planting could be undertaken either on site or off site as part of the wider ES10 development.

### **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.

Part of the site is within the Green Belt but the proposal is not deemed inappropriate development as it comprises of local transport infrastructure which has limits on where it can be located and results in only a very minor incursion that will not impact on openness of the Green Belt or the purpose of including land within it. It therefore accords with Green Belt policy as set out in the NPPF and Local Plan policy GB1. 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 which will provide the access to the ES10 employment site. If approved, the scheme will deliver another of the necessary off-site highways mitigations required to unlock the ES10 site to help deliver identified development within the Local Plan period (72.9 hectares of employment land, 10% Biodiversity Net Gain and access into HS51).

Given the extent to which the ES10 site will meet identified employment need, the role the roundabout will play in opening it up 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 net gain, particularly through the creation of green infrastructure corridors within the employment 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**

Approval subject to conditions

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

**Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.**

2. The development hereby approved shall be carried out strictly in accordance with the following plans and documents:

- Plan no.100-SK-001 Rev E
- Plan no. 100-SK-009 Rev A
- Plan no. HD/A635.69.1/LP/1
- Plan no. HD/A635.691/PROW/1
- Air Quality Assessment dated Feb 2021
- Arboricultural Method Statement dated Jan 2022
- Ecological Impact Assessment dated 4<sup>th</sup> Nov 2021
- Flood Risk Assessment dated Nov 2021
- Noise Survey dated 3<sup>rd</sup> April 2020
- Ground Investigation Report dated Nov 2021

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. Operations shall not take place on site other than between the hours of 08:00 - 18:00 Monday to Friday and between 09:00 - 13:00 on Saturdays. There shall be no working on Sundays or Public Holidays unless approved by the local planning authority. Any local residents affected by noise shall be notified as soon as possible of any working on Sundays

or Public Holidays. If night time working is required due to health and safety or traffic management risks, then the Local Planning Authority shall be notified at the earliest opportunity of the occurrence of any such works and a schedule of essential work shall be provided. Any local residents affected by noise shall be notified as soon as possible.

**Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1**

4.No construction development shall take place unless 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 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.**

5. 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 CC3**

6. No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water run-off limitation into the watercourse has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with an approved programme and details.

**Reason: To prevent the increased risk of flooding in accordance with Local Plan Policy CC3**

7. The site is located within a Coal Authority development high risk referral area due to the presence of relatively shallow coal, coal mine workings, opencast backfill and an opencast highwall. As detailed in the Abbeydale Building Environment Consultants Ltd ground investigation report ref 151089GI dated November 2021, the land could therefore be at risk from mining legacy risks such as ground instability. As recommended in the report, further site investigations must be undertaken to complete the geotechnical evaluation of the site. In order ensure the sustainability of the development, mitigation/remediation will be required including, but not limited to, excavation and re-compaction of opencast backfill and the consolidation of voided ground/shallow mineworking's. The development should be undertaken in consideration of Construction Industry Research and Information association publication C758D "Abandoned Mine Workings Manual" where applicable.

A validation report detailing the findings of the outstanding investigations and completed mitigation/remediation shall be produced by a third party geo-environmental consultant and submitted in writing to the Local Planning Authority. Responsibility for securing a safe and sustainable development rests with the developer and/or landowner"

**Reason- Land stability NPPF sections 178 a,b,c. 179 and 170 e & f**

8. No construction works shall commence until a scheme of off-site highway improvements to achieve the required visibility distances on the western arm approach of the A635 has been submitted to and approved in writing by the Local Highway Authority. Thereafter the scheme shall be implemented coincidental with the approved main roundabout works.

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

9. No construction 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.**

10. 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. The 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.

On completion of the development, a second condition survey of the adopted highway shall be carried out to identify defects 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 in interests of highway safety and in accordance with Local Plan Policy T4.**

11. No construction 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 and timescales.

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

12. Prior to any works commencing on site full details shall be submitted to and approved in writing by the Local Planning Authority that secure the following works:

- " Detailed highway engineering
- " Drainage
- " Street lighting
- " Signing / lining details and
- " Any temporary highway arrangements to be in place until such time as the southern arm is opened.

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.**

13. Upon commencement of development, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).

**Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity.**

14. Development shall be undertaken in accordance with the approved Arboricultural Method Statement Report Reference TCC-1461-1 dated January 2022.

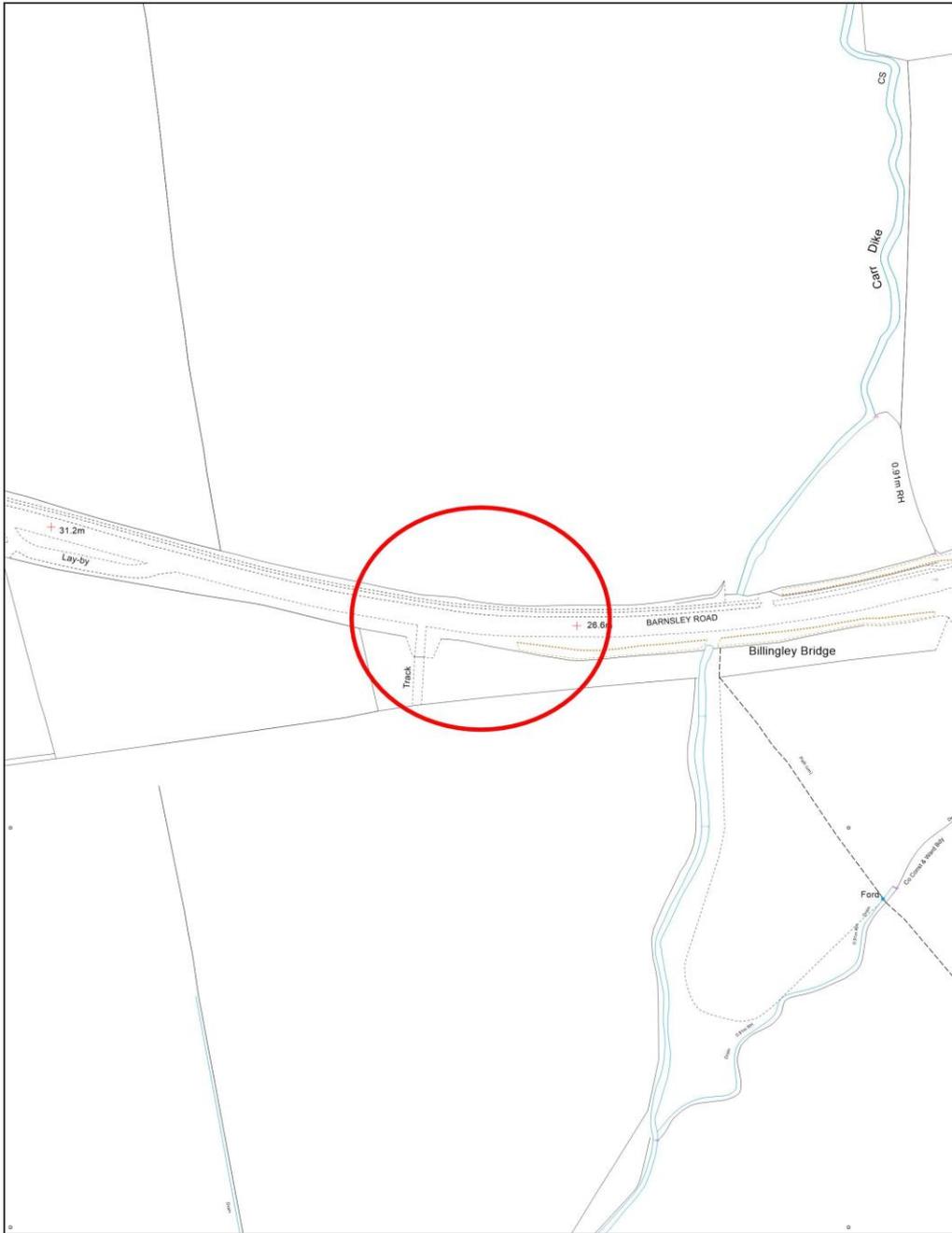
**Reason: In the interests of ecology and visual amenity, in accordance with Local Plan policies BIO1.**

15. Upon commencement of development details of the biodiversity mitigation, compensation, and enhancement measures, as referenced in Section 6 of the Ecological Impact Assessment dated 4<sup>th</sup> November 2021, including a timetable for their implementation, shall be submitted to and approved in writing with the Local Planning Authority. The development shall be carried out in accordance with the approved details..

**Reason: In the interests of biodiversity and to accord with Local Plan Policy BIO1.**

PA Reference:-

2021/1511



**BARNSELY MBC - Regeneration & Property**



Scale: 1:2448