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27 September 2024

Dear Sir/Madam

Full (retrospective) planning application for the construction of a welfare unit and Ferric Dosing Kiosk at Worsbrough Wastewater Treatment Works, Edmunds Road, Worsbrough, Barnsley, S70 5PG (nearest postcode)

1. Introduction

On behalf of our client, Yorkshire Water Services Ltd (YWS), I am pleased to enclose for your consideration, a planning application made in full to Barnsley Metropolitan Borough Council (BMBC) seeking retrospective permission for the construction of a welfare unit and a ferric dosing kiosk (hereafter referred to as 'the Development') at the existing operational Worsbrough Wastewater Treatment Works (WwTW), Edmunds Road, Worsbrough, Barnsley, S70 5PG.

The installation of the kiosk was completed on 7th June 2024 with the installation of the welfare unit completed on 8th May 2024. Photographs of the Development can be found in Appendix A. The welfare unit has been delivered to replace on-site units which have been repurposed whilst the ferric dosing kiosk has been installed as an important functional element of the operational WwTW site. Therefore, YWS is seeking to regularise the Development through this application for full retrospective planning permission.

In accordance with the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), this planning submission comprises this covering letter (which incorporates the Planning Statement), the planning application form, certificates and notices duly completed, and the documents and drawings listed in Table 1.

Table 1: Submitted Documents and Drawings

Document/Drawing Title	Document/Drawing Reference	Produced By
Site Location Plan	WOR07 BNE WWT WWT DR C 08000 Revision C03	Barhale enpure
Proposed Site Layout	WOR07 BNE WWT WWT DR C 08001 Revision C03	Barhale enpure
Ferric Dosing Kiosk Details and Elevations for Planning Purposes	WOR07 BNE WWT WWT DR C 08002 Revision C01	Barhale enpure
Existing Site Plan	WOR07 BNE WWT WWT DR C 08003 Revision C02	Barhale enpure
New Site Welfare and Laboratory unit Proposed Layout	WOR07 BNE WWT WWT DR M 0100 Revision P01	Barhale enpure
Construction Traffic Management Plan	WOR07-ENP-WWT-WWT-EV-0-0001	Barhale enpure
Worsbrough Environmental Management Plan	CF2321-80 Version 1	Barhale enpure
Preliminary Ecological Appraisal Report	006_20_2024_RE01	BL Ecology Ltd
Worsbrough STW – Ecology Update	ME814b	Milner Ecology
Arboricultural Report and Arboricultural Impact Assessment	21958/AJB	JCA Limited

2. The Applicant

YWS is one of the largest water and wastewater companies in England and Wales collecting and treating around one billion litres of wastewater from homes and businesses every day. As part of their environmental performance commitments, YWS is improving river water quality by investing £500 million in phosphorus removal at 80 of its operational wastewater treatment sites. The investment will support and enhance the natural environment and biodiversity.

3. Need for the Development

As part of the response to the UK's Climate Emergency declaration in 2019, the Environment Agency (EA) established the Water Industry National Environment Programme (WINEP), which is a set of actions that water companies across England are required to complete during the period from 2020 to 2025. These actions will ensure that a number of environmental obligations are met, including binding targets for water quality and biodiversity whilst also supporting the sustainable management of wastewater. Collectively, the WINEP actions will deliver approximately £5.2 billion of asset improvements and interventions across England.

To fully comply with WINEP requirements, YWS is investing in improvements across a number of its wastewater treatment sites to reduce phosphorous levels in final effluent by the regulatory date of December 2024. The ferric dosing kiosk element of the Development, has formed part of this critical investment.

Alongside the installation of the kiosk, the existing on-site welfare unit has been repurposed which in turn has necessitated the construction of a new welfare unit. This new unit provides office space, WC, shower, laboratory and canteen facilities for the WwTW site.

4. Application Site and Surroundings

4.1 Site and Surroundings

The land to which this application for full retrospective planning permission relates ('the Site') extends to 0.068 hectares in area and is located within the northeastern part of the existing YWS operational Worsbrough WwTW site on operational land. The approximate National Grid Reference (NGR) of the centre of the Site is SE 36315 03533. The location of the Site is shown edged in red on the submitted Site Location Plan (drawing reference: WOR07 BNE WWT WWT DR C 08000 Revision C02). YWS is the sole landowner of the land to which this planning application relates.

The Site comprises areas of hardstanding, sparsely vegetated land and grassland. No trees are located within the Site. The Development is sited entirely within the existing operational WwTW site.

Immediately north of the WwTW site is a dense belt of mature trees and vegetation and the Transpennine Trail (National Cycle Network Route 62), beyond which are residential properties, the Boatman's Rest pub, and land which forms part of Lewden Farm. The River Dove runs eastwards immediately to the south of the Site, beyond which is an area of overgrown land, Blacker Dike and agricultural land. To the east of the Site is an overgrown area of land, then Lewden Springs lake. To the west is a further area of overgrown land and vegetation, the River Dove, and Edmunds Road which provides the main access to the Site, beyond which is Worsbrough Country Park. Wombwell Wood lies approximately 550 metres to the east and the centre of Worsbrough approximately 1 kilometre to the west.

Existing vegetation provides a visual screen between the Site and the Trans Pennine Trail to the north, Edmunds Road to the west, and the land to the east.

4.2 Site Access

Vehicular access to the Site is taken from the public highway at Edmunds Road.

4.3 Designations

A review of BMBC's policy map shows that the Site and WwTW are located within the Green Belt alongside a large expanse of the surrounding area. The Site and wider WwTW are also located within the Dove

Lowland River Floor Landscape Character Area, as classified within the Barnsley Landscape Character Assessment ('LCA') (2002).

The Site and wider WwTW are not located within a Conservation Area. The nearest designated heritage asset lies approximately 278 metres north east of the Site, the Grade II Listed Lower Lewden Farmhouse (list entry number: 1315082).

There are two statutory sites for nature conservation within two kilometres of the Site, Worsbrough Country Park Local Nature Reserve (LNR) (100metres west) and Stairfoot Brickworks Site of Special Scientific Interest (SSSI) (1.9 kilometres east). There are five non-statutory Local Wildlife Sites (LWS) and one reservoir within two kilometres of the Site.

The Site is located within Flood Zone 1 on the EA's Flood Map for Planning, meaning there is a low probability of flooding. The majority of land within the wider operational WwTW site is within Flood Zone 1, with the peripheral land to the south being located in Flood Zones 2 and 3.

5. Site Planning History

A search of BMBC's online planning register has been undertaken to identify any relevant planning applications relating to the Site or within its immediate surroundings, including within the wider operational WwTW, within the last 5 years. The planning applications listed in Table 2 below have been identified as relevant to the Development.

Table 2: Planning History

Planning Reference	Description of Development and Location	Decision
2023/0516	Ground mounted solar panel array with a generating capacity of up to 700 kW be connected to the Waste Water Treatment Works via underground cables (Lawful development certificate for a proposed development) Worsbrough Waste Water Treatment Works, Edmunds Road, Worsbrough, Barnsley, S70 5PG	Under Consideration

Although not directly connected to the Development, the above application will (if approved) utilise the internal access track contained within the Site boundary, directly passing the Development. The solar panels themselves will be located outside the Site, within the wider operational WwTW site.

6. The Development

6.1 Description of the Development

The Development for which full retrospective planning permission is being sought comprises the installation of a ferric dosing kiosk and a welfare unit, as shown on 'Proposed Site Layout' (document reference: WOR07 BNE WWT WWT DR C 08001 Revision C03) and in Figure 1 below. Details of the Development are set out in Table 3 below.

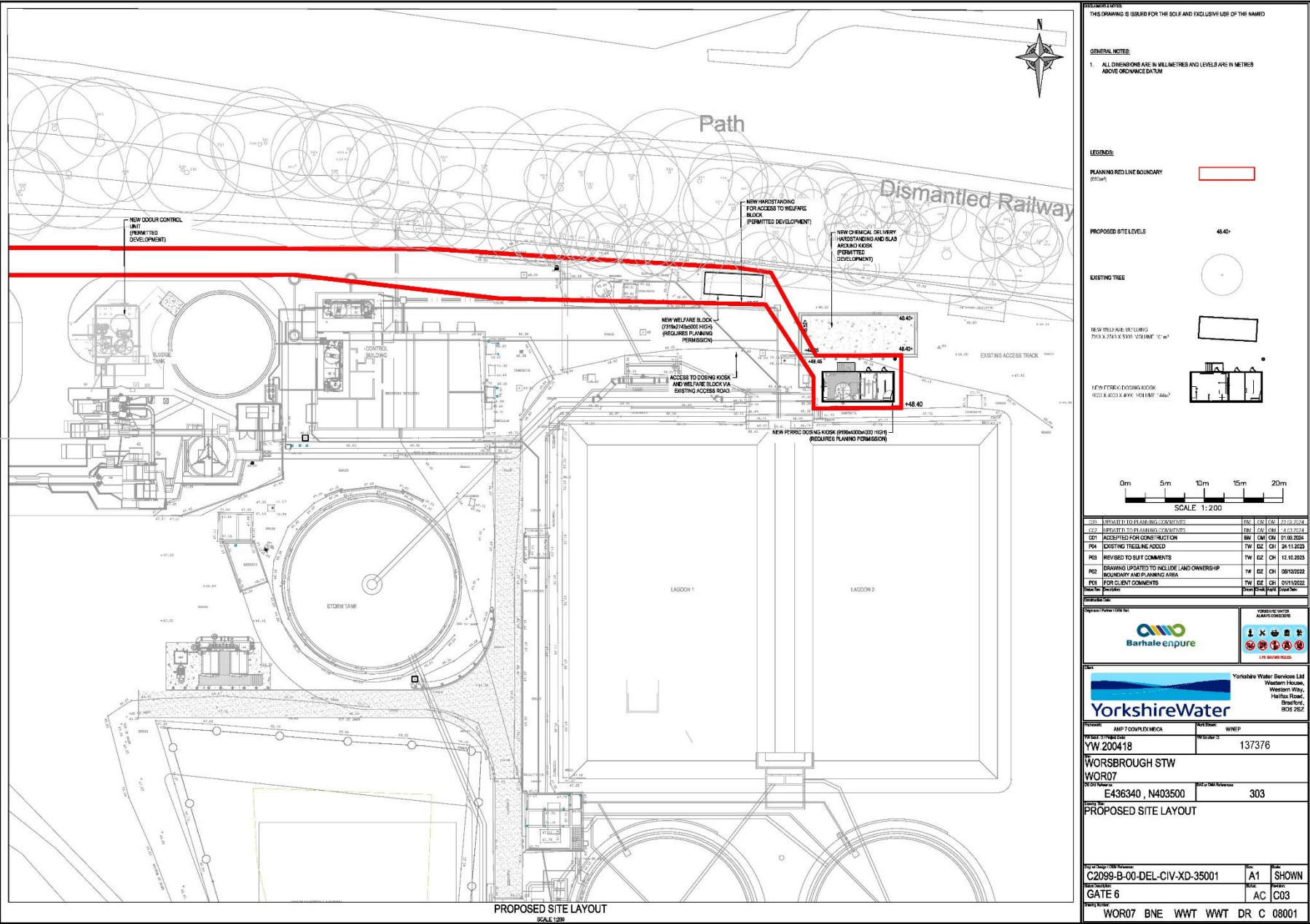
Table 3: Details of Development

Unit	Approximate Dimensions (metres) (L x W x H)	Colour	Material	Drawing Reference
Ferric dosing kiosk	9.1m x 4.0m x 4.0m	BS 4800 14C 39 (Dark Green)	Glass Reinforced Plastic	WOR07 BNE WWT WWT DR C 08002 Revision C01
Welfare Unit	7.32m x 2.73m x 5.0m	Holly Bush Green BS4800 5252 14 C39	Steel	WOR07 BNE WWT WWT DR M 0100 Revision P01

6.2 Operational Traffic

Operational traffic required to serve and maintain the Development is minimal and there is no noticeable increase compared to the usual movements associated with the existing WwTW operations.

Figure 1: Site Layout



6.3 Design Considerations

The Development has been sited within the confines of the existing operational WwTW site. Whilst the location and final design of the Development has largely been dictated by technical specifications and operational requirements, opportunities have been sought to minimise the scale of the development, particularly the vertical scale, and therefore any visual impacts to nearby receptors.

The construction footprint and vertical scale of the kiosk and welfare unit have also been minimised as far as practicable within the parameters of the technical specifications that have driven the design process. These measures have sought to minimise landscape and visual impact with the materials, colour and scale of the Development being standard for this type of infrastructure located within a large operational WwTW. Design development has sought to minimise any impact on any habitat value by avoiding the need for the removal of any trees or vegetation.

6.4 Wider Works Benefitting from Permitted Development Rights

The Development forms part of wider works that are collectively required to deliver the WINEP scheme at Worsbrough WwTW. A proportion of the wider works are considered to be permissible under the permitted development (PD) rights afforded to YWS as a statutory undertaker under Part 13, Class B 'development by or on behalf of sewerage undertakers' of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (GPDO). The works that are considered permissible under the GPDO are:

- Concrete hardstanding.
- New Odour Control Unit (OCU)
- New external mixing pump and draw-off points installed at the existing thickened sludge tank
- Emergency drench shower and wash water booster pumping station
- Primary stage coagulant dosing point (Point of application/ POA)
- New intermediate Pumping station
- New tertiary treatment
- Return liquors Pumping station upgrade
- New Secondary Activated Sludge (SAS) pumps

The works that are considered permissible under the GPDO have, where possible, been developed utilising the same design considerations as those outlined in section 6.3 with the aim of minimising their visual impact on the wider area through appropriate siting, use of below ground works, reduction of scale and appropriate material/colour treatment where relevant.

6.5 Construction Management

A Construction Environmental Management Plan (CEMP) and a Construction Traffic Management Plan (CTMP) have been prepared and is submitted in support of this planning application. These documents set out a range of traffic and environmental management/mitigation measures that were employed during the construction of the Development to limit potential impacts upon nearby receptors. It should be noted that no intrusive works were required as part of the installation of either the kiosk or welfare unit. The environmental and traffic management and mitigation measures relating to the Development are summarised below.

6.5.1 Construction Traffic Route

During construction, as set out in the CTMP, access to the Site was taken from Edmunds Road. The road has an approximate width of 3.1 metres, with several passing places. The mouth of the WwTW access is

approximately 8 metres wide, providing an adequate layout and visibility splay for construction vehicles to safely access the WwTW. No works were needed to the access track to facilitate the Development.

6.5.2 Construction Traffic Movement

The delivery of the ferric dosing kiosk was undertaken by one articulated lorry, accompanied by a crane on 7th June 2024. The welfare unit was delivered on 8th May 2024 on three 20 foot low loader wagons; two for the building delivery and one for the staircase, accompanied by a crane. As such, the construction traffic resulted in a negligible temporary increase in the traffic movements to and from the Site.

Speed for construction traffic was restricted to 10mph, a banksman escorted all construction vehicles along Edmunds Road.

The deliveries required for the Development were timed as to not cause obstruction to the public or congestion at the WwTW site.

6.5.3 Temporary Construction Compound and Car Parking

Within the WwTW, a temporary construction compound and car park was established until April 2024. This facilitated the wider permitted development works as well as the proposed Development.

6.5.4 Construction Time and Hours

During the construction phase across the wider WwTW, working hours were limited to 08:00 – 17:00, with no nighttime working undertaken.

6.5.5 Construction Environmental Impact Control Measures

Several environmental impact control measures were implemented during the construction phase of the Development, as follows:

- All dust-generating materials transported to and from site were covered by sheeting. Where possible, these materials were stockpiled and used for the redevelopment process, reducing the amount of vehicle movements associated with the Development.
- Stockpiles of materials were dampened to minimise the potential for dust generation.
- Plant and equipment were maintained in good working order and fitted with silencers and acoustic panels where appropriate.
- All plant and equipment was switched off when not in use.
- Road and work areas were sprayed and swept with water in spells of dry weather, in the interests of dust control.
- Wheel washing facilities were provided at all times during the construction period.
- Long-term security lighting was avoided where possible, reducing light spill onto boundaries if lighting was required.
- Pollution prevention methods were in place during the development to avoid polluting the waterbodies within and surrounding the WwTW site.

7. Summary of Supporting Technical Reports

7.1 Ecology Reporting

A Preliminary Ecological Appraisal (PEA) Report has been prepared by BL Ecology (reference 006_20_24_RE01) and was undertaken to identify any ecological constraints to the WINEP scheme at

Worsbrough WwTW. In addition, an Ecology Update has been undertaken by Milner Ecology (reference ME814b), which provides a summary of the findings specific to the Development and the Site. Both of these reports have been submitted as part of this application. The Ecology Update combines the results and recommendations of the PEA and addresses the impacts of the Development, providing appropriate mitigation proposals for this area.

The PEA covered the potential impact on protected species in detail, within the wider WwTW. Pond 2, to the south west of the Site, was considered unsuitable for great crested newts (GCN) with other waterbodies within 250 metres either suitable or un-surveyable. The habitats within the WwTW were unsuitable for sett creation, with limited foraging opportunities. No positive signs of otter were identified. The WwTW site is likely to provide good foraging habitat for a range of bat species. There is also potential breeding bird habitat across the wider WwTW site. Staff members had confirmed seeing grass snakes within the WwTW and there was limited potential aquatic habitat for water vole. Any areas identified for further surveys are not contained within the boundary of the Site. Therefore these surveys were not a requirement in relation to the Development.

The Ecology Update has concluded that the Site has not materially altered since the PEA and the recommendations given within the update are therefore considered valid. The recommendations specific to the Development are summarised as follows:

- Badgers – Ensure excavations are closed at night, or an egress ramp should be installed to allow any badgers that enter the trench to escape. All operatives should be informed of the potential for badgers, and ensure legal protection is afforded to them.
- Bats – No works to commence before sunrise or after sunset, artificial lighting should also be avoided where possible.
- Birds – A suitably experienced ornithologist should check for the presence of nests within the footprint and mark the locations, providing a suitable buffer zone around each nest should vegetation clearance be required.
- Grass snake – The Site should be subject to habitat manipulation for amphibians and a tool box talk given to contractors to inform them of the risk. Appropriate working practices should also be limited.
- Great crested newts – The Development was deemed highly unlikely to lead to an offence being committed if reasonable avoidance measures (RAMs) were followed, as set out in the Ecology Update.

As the RAMs and other recommendations and mitigation measures set out within the Ecology Update were adhered to, the Development will have negligible ecological impacts. The optional enhancement measures contained within the PEA do not relate to the Development or the Site, and therefore should not form part of the consideration of this application.

7.2 Arboricultural Report

An Arboricultural Impact Assessment (AIA) was undertaken by JCA Limited and accompanies this application. The AIA reports on the recorded trees which lie immediately north of the Site and is supplemented by a Tree Constraints Plan and Arboricultural Implications Plan.

The AIA confirms that no tree works were required to facilitate the works at the Site. The AIA has surveyed one tree of high quality (category A) in accordance with BS5837: 2012 and concludes that no mitigation measures for construction were required within the root protection areas (RPAs) of the retained trees. As such, trees were not a constraint to the Development.

8. Biodiversity Net Gain

The Barnsley Local Plan was adopted in 2019 and forms part of the adopted Development Plan for this area. Policy GI1 'Green Infrastructure' of the Local Plan supports development proposals that enhance biodiversity. In addition, Policy BIO1 'Biodiversity and Geodiversity' also states that development will be expected to conserve and enhance the biodiversity of the borough.

Biodiversity Net Gain became mandatory for most planning applications in April 2024, except in certain circumstances where exemptions apply. The requirement for planning applications to satisfy the conditions set out under Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021) does not apply to retrospective planning permission, made under section 73A of the Town and Country Planning Act 1990 as set out in paragraph 003 of National Planning Practice Guidance. Therefore, this application is exempt from providing BNG.

9. Local Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The material considerations for the Development include the National Planning Policy Framework (NPPF) (updated 2023), as well as the following Development Plan Documents (DPDs) that form part of BMBC's adopted Development Plan:

- Barnsley Local Plan (adopted 2019)
- Barnsley, Doncaster and Rotherham Joint Waste Plan (adopted March 2012)

Relevant policies pertaining to the Site and the Development contained within the adopted Local Plan and Joint Waste Plan are summarised below.

9.1 Barnsley Local Plan (adopted 2019)

The following policies are considered to be relevant to this planning application:

- **Policy SD1** 'Presumption in favour of Sustainable Development'
- **Policy GD1** 'General Development'
- **Policy D1** 'High Quality Design and Place Making'
- **Policy LC1** 'Landscape Character'
- **Policy GI1** 'Green Infrastructure'
- **Policy GS2** 'Green Ways and Public Rights of Way'
- **Policy BIO1** 'Biodiversity and Geodiversity'
- **Policy GB1** 'Protection of the Green Belt'
- **Policy GB2** 'Replacement, extension and alteration of existing buildings in the Green Belt'
- **Policy CC1** 'Climate Change'
- **Policy CC2** 'Sustainable Design and Construction'
- **Policy CC4** 'Sustainable Drainage Systems (SuDS)'
- **Policy CC5** 'Water Resource Management'
- **Policy Poll1** 'Pollution Control and Protection'

- **Policy UT2** 'Utilities Safeguarding'

9.2 Barnsley, Doncaster and Rotherham Joint Waste Plan (adopted 2012)

The following Joint Waste Plan policies are considered to be relevant to this planning application:

- **Policy WCS4** 'Waste Management Proposals on Non Allocated Sites'
- **Policy WCS5** 'General Considerations for all Waste Management Proposals'

10. Planning Considerations

Having established the Site conditions, the prevailing policy framework and the likely effects arising from the Development, the main planning issues raised by this application are considered within the remainder of this section under the following headings:

- Principle of Development
- Impact on the Openness of the Green Belt
- Nature Conservation
- Traffic and Transport
- Landscape and Visual Impacts
- Amenity

10.1 Principle of Development

Barnsley Local Plan Policy SD1 'Presumption in favour of Sustainable Development' reflects a presumption in favour of sustainable development. Policy GD1 'General Development' requires developments to be compatible with neighbouring land and seeks to ensure development will not significantly prejudice the current or future use of neighbouring land or adversely affect the potential development of a wider area of land. Policy CC2 'Sustainable Design and Construction' expects development to 'minimise resource and energy consumption through the inclusion of sustainable design and construction features, where this is technically feasible and viable'. Paragraph 8 of the NPPF defines the three dimensions of sustainable development as being social, economic and environmental.

YWS is committed to improving the quality of water across the region and is required to reduce phosphorus entering rivers in line with the requirements of WINEP. The Development included the installation of an ferric dosing kiosk which forms an integral part of the mechanisms by which YWS will meet the legally binding phosphorous removal targets of WINEP and contribute to achieving higher environmental standards. The kiosk forms an essential part of the existing and future operations of the existing WwTW and is therefore underpinned by a technical requirement to be located within the WwTW site. The Development has utilised an area of brownfield land which forms part of the wider WwTW site, therefore making effective use of YWS' operational land. In addition, the welfare unit is required to support the operations of the WwTW and is, therefore, also required to be within the WwTW.

The design of the Development has been driven by the specific requirements of WINEP and the operational requirements of the WwTW, but has also taken into consideration, where appropriate, the findings of the technical assessments and surveys which have been undertaken to support the design development. The siting and layout of the Development has sought to minimise the footprint and scale of the kiosk and welfare unit on the Site, within the parameters of the required technical specifications and the overarching requirements of WINEP. The scale, nature, design and materials of the Development reflect the existing infrastructure which forms the existing WwTW and the established context within which the Development has been sited.

The Development is in accordance with Barnsley Local Plan policies SD1, GD1 and CC2 as well as Paragraph 8 of the NPPF as it contributes to both the social and environmental objectives of sustainable development by supporting the health and wellbeing of communities by helping to manage water resources sustainably.

10.2 Impact on the Openness of the Green Belt

The entire WwTW site and surrounding land are located within the Green Belt. Barnsley Local Plan Policy GB1 'Protection of Green Belt' seeks to protect the Green Belt from inappropriate development in accordance with national planning policy. The Development comprises a ferric dosing kiosk and welfare unit sited on operational land. The Development is limited in scale and its materials and colours have been selected to complement the existing WwTW. Therefore, it is in keeping with the character of the existing WwTW site and is considered appropriate for its location and in the context of a large operational WwTW site.

Paragraph 142 of the NPPF describes the fundamental aim of Green Belt as '*preventing urban sprawl by keeping land permanently open*', with the essential characteristics of Green Belt described as being openness and permanence. The Site is entirely located within the northern section of the existing operational WwTW site. The Site is tightly constrained by the internal access road to the west, and existing WwTW infrastructure to the south, east and west. To the north, the wider WwTW site is tightly bound by the Trans Pennine Trail. Given the Site is self-contained, the Development is not expected to lead to sprawl or further encroachment into the Green Belt.

Paragraph 152 states that 'inappropriate development' is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 153 states that '*when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.*'

As established above, the Development is necessary for YWS to meet its obligations under the WINEP regarding phosphorus removal and improvement of water quality. There is, therefore, a clear need for the Development to be accommodated within the existing operational WwTW. Furthermore, due to its interaction with existing plant and the necessity for it to be located at a fixed point in the WwTW process, it cannot be located elsewhere within the wider WwTW. Without the Development, YWS would not be able to meet its regulatory obligations. As such, very special circumstances have been demonstrated which clearly outweigh any potential perceived 'harm' to the Green Belt by reason of inappropriateness, and any other harm resulting from the Development, in line with Paragraph 153 of the NPPF. Paragraph 154 states that a local planning authority '*should regard the construction of new buildings as inappropriate in the Green Belt*' except in certain circumstances. As set out in part (g) of Paragraph 154 these circumstances include limited infilling or the partial or complete redevelopment of previously developed land '*whether redundant or in continuing use*' provided that it would '*not have a greater impact on the openness of the Green Belt than the existing development*'. The Development is limited in scale, comprising a kiosk and a welfare unit, and its materials and colours have been selected to complement the existing WwTW. The proposed Development is sited on operational land which has previously been used for wastewater treatment processes, and it therefore represents limited infilling of the existing development.

Given the scale of the Development, and its location forming part of the wider treatment works, it will not have any greater impact on the openness of the Green Belt than the existing WwTW in this location. It is therefore concluded that the Development does not materially conflict with national Green Belt policy.

As such the Development is considered to accord with Barnsley Local Plan Policy GB1 and the provisions of the NPPF.

10.3 Nature Conservation

Barnsley Local Plan Policy GI1 'Green Infrastructure' seeks to protect, maintain, and enhance Green Infrastructure assets. Policy BIO1 'Biodiversity and Geodiversity' expects development to conserve and enhance the biodiversity and geological features of the borough. Paragraph 180 of the NPPF requires development to contribute to and enhance the natural and local environments through various actions including by protecting sites of biodiversity.

The submitted PEA for the wider WINEP scheme, and the Ecology Update for the Development, both conclude that as long as the recommendations are followed the Development will have negligible ecological impacts. A range of mitigation measures, for reptiles, birds, bats, badgers and amphibians were all implemented as recommended within the Ecology Update.

As set out in paragraph 7, BNG is not proposed to be provided as part of the Development.

As such the Development is considered to accord with Barnsley Local Plan Policy GI1, BIO1 and the provisions of the NPPF.

10.4 Traffic and Transport

Chapter 9 of the NPPF reinforces the importance of highway safety in determining the acceptability of development. Barnsley Local Plan Policy T4 'New development and Transport Safety' requires new development to be designed and built to provide all the surrounding transport users with safe, secure and convenient access and movement and mitigate any impact on the safety and efficiency of the highway. Paragraph 115 of the NPPF stipulates development should '*only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

Edmunds Road is already well established as the public highway providing the vehicular access to and from the operational WwTW. It is considered that the temporary construction vehicle movements associated with the Development, which involved four deliveries accompanied by a crane for each element of the Development, as set out in the CTMP, did not have an unacceptable additional impact upon the safety of users of the access road, compared to the existing arrangement. These users included those that cross the road to re-join the Trans Pennine Trail. All delivery vehicles were allotted a scheduled window and access along Edmunds Road and were escorted by a banksman.

The Development did not result in any adverse impact on the free flow of traffic on the surrounding highway network or create any highways safety issues. It is considered that, given the scale of the Development and associated construction traffic, any impacts were indiscernible.

As such the Development is considered to accord with Barnsley Local Plan Policy T4 and the provisions of the NPPF.

10.5 Landscape and Visual Impact

The WwTW is located within the Dove Lowland River Floor Landscape Character Area, as classified within the Barnsley Landscape Character Assessment ('LCA') (2002). Barnsley Local Plan Policy LC1 'Landscape Character' requires development to retain and enhance the character and distinctiveness of the individual Landscape Character area in which it is located. Policy GD1 'General Development' requires developments

to protect and improve local landscape. Policy D1 'High Quality Design and Place making' expects development to be of high quality design and respect local and landscape character. Paragraph 180 of the NPPF requires development to '*contribute to and enhance the natural and local environments by protecting valued landscapes and recognise the intrinsic character and beauty of the countryside*'.

The Barnsley LCA identifies the key characteristic of the Dove Lowland River Floor Landscape Character Area as being an area that contains a mixture of land uses, dominated by farmland, recreation and communication, but also including residential, landscape renewal and nature conservation. This landscape character area is relatively undeveloped, with only small pockets of development. The overall landscape condition is considered to be good. The Development has been sited within the existing boundaries of the operational WwTW site, within an area which already forms a development pocket within the character area. The colours and materials of the ferric dosing kiosk and welfare unit are in keeping with the nature of the WwTW and its surrounding area, as well as the existing features within the WwTW. As such, the Development is not considered to impact upon the LCA.

The closest visual receptors to the Site include users of the Trans Pennine Trail to the north of the Site and residential properties approximately 80 metres further north. These visual receptors' view of the Site is interrupted by existing trees and vegetation. The design of the Development has sought to minimise any potential landscape and visual impacts on these receptors. The colour and material of the kiosk and welfare unit are in keeping with the existing infrastructure elements within the WwTW site which are a key visual feature in this location.

Whilst construction activities may have formed a noticeable feature in the view for some of the receptors, primarily the users of the Trans Pennine Trail, these were limited to short-range glimpsed views, which were temporary in duration.

The siting and design of the Development has largely been dictated by the technical specifications and operational requirements of the ferric dosing kiosk. Notwithstanding this, opportunities have been sought to minimise visual impacts, by sensitive use of material and colour, compact siting, and the retention of the trees to the north. Therefore, the overall visual impacts arising from the Development are not considered to be significant.

There was slight pruning to the trees that overhung the Site boundary, to facilitate the Development of the welfare unit. However, these pruning works were minor and therefore, no mitigation measures are proposed or required in respect of visual amenity.

As such the proposed Development is considered to accord with Barnsley Local Plan policies LC1, GD1, and D1, and the provisions of the NPPF.

10.6 Amenity

Barnsley Local Plan Policy GD1 'General Development' seeks to approve development that has no significant adverse effect on the living conditions and residential amenity of existing and future residents. Policy Poll1 'Pollution Control and Protection' expects development to demonstrate '*that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people*'. Paragraph 180 of the NPPF requires development to '*contribute to and enhance the natural and local environments by protecting valued landscapes and recognise the intrinsic character and beauty of the countryside*'. Paragraph 191 of the NPPF requires planning decisions to ensure that new development is appropriate for its location and takes account of the effects of pollution on health, living conditions, and natural environment.

The construction phase of the Development was short-term in duration and any potential impacts on nearby receptors identified above were temporary and limited by the confined nature of the Site in the bounds of the existing operational WwTW site.

During construction, appropriate mitigation measures previously mentioned and those set out in the CEMP were implemented. The best practicable means to reduce noise were adopted, and no construction activities significantly increased noise levels beyond those typically expected for the installation of prefabricated kiosks and welfare units. The kiosk required a singular delivery, on an articulated lorry plus one 40 tonne mobile crane to off-load, all taking place on one day. The welfare unit deliveries also took place over one day, consisting of three 20 foot low loader wagons and a 40 tonne mobile crane to off-load. Now operational, the Development has not increased noise above the previous levels. The construction and operational phases of the Development have not generated any odours above the current background levels at the WwTW.

The vegetation screening that exists around the Site have been maintained with no tree loss required. This approach is considered to be sensitive to the Site's setting and will futureproof the amenity benefits of such vegetation. As the Development is well-designed and carefully sited, the existing WwTW will continue to operate without causing undue disturbance to the amenity of the surrounding areas in the operational phase, and the permanent view, including for Trans Pennine Trail users, will remain largely unchanged. Due to the location of the Development, public access to the Trans Pennine Trail is not affected.

Appropriate mitigation measures have been implemented throughout the construction phase through the use of best practice means. The Development is well designed and carefully sited therefore during its operational phase it will not result in any adverse disturbance to the amenity of local receptors. As such the Development is considered to accord with Barnsley Local Plan Policy GD1 and Poll1 and the provisions of the NPPF.

11. Conclusion

YWS is seeking to secure full retrospective planning permission for new infrastructure at Worsbrough WwTW. The Development to which this planning application relates comprises the installation of a ferric dosing kiosk and a welfare unit. The kiosk is required to enable YWS to meet the requirements of the WINEP, namely the reduction in phosphorous levels entering final effluent at the existing WwTW. The welfare unit is replacing an existing facility within the WwTW site which has been repurposed.

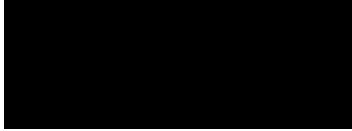
The Development is located within YWS' operational land at the existing WwTW. The Site represents the most appropriate location for the proposed Development to facilitate necessary integration with the existing infrastructure and on-site processes. Whilst some potential temporary limited localised impacts may have arisen during the construction phase, it has been demonstrated these were effectively managed through best practice construction methods. It has also been demonstrated that there will be no significant adverse impacts on the environment, including biodiversity, amenity, landscape and the transport network during operation.

It is considered that the Development is in line with the principles of sustainable development, as well as national and local planning policies. Therefore, it is considered that there are no sound planning reasons as to why planning permission should not be granted for the Development.

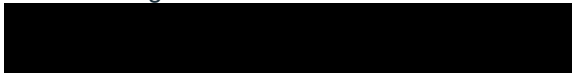
The submission has been made electronically via the Planning Portal (www.planningportal.gov.uk), under portal reference PP-13203953. The planning application fee has been calculated as £293.00 plus £70.00 service charge. I can confirm that the payment has been made directly through the Planning Portal.

I trust that the above details and fee are sufficient to register and process this application. In the meantime, if you have any queries regarding the submission or require any additional information, please do not hesitate to contact me.

Yours faithfully



Isabel Verheul
Planning Consultant



Appendix A. Photos of Development



Welfare Unit 1



Ferric dosing kiosk 1



Ferric dosing kiosk 2