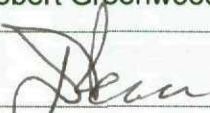


Watts & Associates

Change of use of land at Barkston Road Carleton Barnsley

Design Access Statement

Report Ref:	5968/001/01	January 2011
Author:	Robert Greenwood I Eng FIHE	
Checked & Approved:	 (Signature)	Date 10 January 2011

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1 Introduction

- 1.1 Sanderson Associates have been instructed by Watts and Associates to submit a planning application for the proposed change of use to auction purposes with associated works to form improved open display/storage area, landscaping and parking and general access arrangements on land off Barkston Road, Carlton Industrial Estate, Barnsley.
- 1.2 Watts and Associates are Plant and Commercial Auctioneers and were formed in 1995. For the past six years they have conducted regular collective auction sales of contractors' plant & machinery from their facility in Hemingbrough near Selby, North Yorkshire. Their sales regularly attract up to 2,000 lots of wide ranging equipment including power tools, compaction plates, commercial vehicles, excavators and telescopic handlers.
- 1.3 Prior to submission the proposed development has been the subject of informal discussions with the Council's planning officer (Mr. Joe Jenkinson Group Leader Inner Area) who has confirm the scope of the required planning application and the planning fee for the development.

2 The Existing Use of the site

- 2.1 The application site lies to the north east of the Barnsley town centre within an established industrial estate known as the Carlton Industrial Estate. The general location is as indicated in **figure 1, Appendix A** at the rear of this report.
- 2.2 The site is located adjacent to the north western limit of Barkston Road and is as indicated on **figure 2, Appendix A** which provides an indication of the application site boundaries and the relation ship of the site to the public highway and surrounding development.
- 2.3 The site has a lawful industrial use but was last used – with the benefit of a temporary planning consent - for auction purposes. This temporary consent was granted in 2004 for a 3 year period and as such expired in 2007. A copy of the decision notice relating to that consent (ref:B/04/2185/BA) is attached as **Appendix B** to this report.

3 Access Arrangements

- 3.1 The access route to the site from the main highway network of Laithes Lane (the B6132) would be Industrial Road to Shawfield Road and hence Barkston Road. Industrial Road, Shawfield Road and Barkston Road are all relatively modern industrial spine/estate roads developed as part of the over Carlton Industrial Estate.
- 3.2 All of these connections are by priority road junctions with the junction of Laithes Lane (the B6132) with Industrial Road having a dedicated right turn lane and acceleration/deceleration splays.
- 3.3 The junction of Laithes Lane (the B6132) with the principal road network is approximately 1.7km to the west and is the signal controlled connection of the B6132 with the A61 Wakefield Road at New Lodge.
- 3.4 With regard to access by sustainable travel bus services are available on Industrial Road and Laithes Lane. All of the estate roads by which the site is accessed have standard width footways and are street lit and are to an appropriate standard for pedestrian use. Estate roads have sufficient width to accommodate cyclists.

4 The Proposed Development

- 4.1 Application seeks to permanently change the use of the site to auction purposes and thus return to the use for which a temporary consent was granted in 2004. Associated works are also included to form an improved open display/storage area and with better parking and general access arrangements. The proposed site layout is as indicated on plan reference 5969-010, **Appendix C** at the rear of this report.
- 4.2 The layout plan indicates the three main areas of the site and in particular Areas A and B to which the remodelling of ground levels has taken place and is partially complete. The layout plan indicates the areas which are designated for display, staff/customer parking, servicing access and internal circulation. A low bund mound previously existed on the north western flank of the application site *and this has recently been removed and the spoil graded across the northern half of the site to form the display plateau area and improved car park.* A concrete ramp leads down from the new upper plateau to the existing forecourt in front of the buildings which presently occupy the southern section of the site.
- 4.3 Area A is for the storage and display of items for auction and for security is segregated from Area B by a 2m high galvanised metal palisade fence. Access into Area A will be via gates from Area B which itself is accessed via Area C which remains in its original form. Area B is to be used for servicing and turning and at the times of the auction will be used for managed customer parking.
- 4.4 Whilst the difference in levels between the area A and C is not substantial measures are included to protect the safety of users and to improve the area available for landscaping. These measures are set out on the layout plan at the rear of this report. Also included in **Appendix D** of this report is a specification for the concrete panel construction of the proposed retaining wall which sits at the base of the slope between the two.
- 4.5 The series of accompanying plans indicate the current contours of the site and those proposed and the means of permeable drainage to be used to drain both remodelled areas.

- 4.6 In addition to the above a landscaping scheme accompanies the proposal which seeks to not only improve the appearance of the site but that of adjoining occupiers. The draft landscaping scheme and planting schedule is as indicated in **Appendix E** of this report and a fully detailed scheme is to follow from the principles there set out. Other supporting documents include a Stage 1 Ground Report which is found in **Appendix F** of this report.
- 4.7 With respect to the actual operation of the site is as follows and is based on the operation of the applicant's present auction site which it is intended is to be transferred from Hemingbrough, Selby, to this location.
- 4.8 Eight collective auction sales are held at Hemingbrough throughout the year at 6 to 8 week intervals. In the intervening period stock for each auction is assembled and after the auction goods not taken at the day of sale are dispatched or collected by buyers. All of the equipment that passes through the auctions is sourced through vendors at trade, manufacturer and end user level and sold under our general conditions of sale. Auctions tend to be held on Saturdays commencing at around 9.30 am and are in at least three stages covering "small tools", "ground care equipment" and finally larger items of "plant and machinery".
- 4.9 In general auction sales regularly attract up to 2,000 lots of wide ranging equipment including power tools, compaction plates, commercial vehicles, excavators and telescopic handlers. As a result of the wide variety of equipment available, the auctions generate significant interest and are well attended by buyers from across the country and overseas. During an auction day around 200 customers can be expected but experience shows that customers will arrive generally for specific items of interest and not for the whole of the auction which can continue until around 17.30 when a large number of lots are on offer. As such the actual number of people on site varies throughout the day and is not 200 at any one time.
- 4.10 Similar experience of the current operation at shows that Hemingbrough indicates that up to 150 visiting vehicles can be generally expected but again not all of these arrive at the same time nor are they on site together at this level

at any one time. Predictions of the level of visitors to the proposed Barnsley operation and the level of traffic generation are difficult not only because of the nature of how auctions are run but because of the very different locations of each site. Hemingbrough is in a semi rural location where sustainable transport facilities are far from ideal and as such it is likely that potential customers will be more reliant on their private vehicles and the immediate catchment area for trade is limited. This is not the case in the Barnsley site and both the likely draw of customers and their means of accessing the site is not easy to predict with confidence.

- 4.11 Notwithstanding the above it should be noted that the days of operation of the auction are at a weekend when traffic flows are below daily weekday levels and the majority of the Carlton Industrial Estate will not be working. Sixty six car new temporary sale day parking spaces will be provided within the site in addition to approximately 20 permanent spaces that are currently available. Of this number of spaces areas can be designated for disabled parking in both the permanent and temporary parking areas. Areas within the existing building can provide covered secure cycle parking provision for staff and there is space within the site to provide a number of motor cycle parking spaces.
- 4.12 In respect of car parking it should be noted that the previous auction use of the site (planning permission B/04/2185/BA) did not include for any off street parking arrangements for visitors to the auction and on sale days customers were totally reliant on parking on the immediate public highways. In this respect it should be noted that there is significant capacity on the surrounding estate roads to cover for any short stay overspill on a Saturday but it is clear from the 86 overall spaces to be provided within the site that the situation will be significantly better than that which existed at the time of the temporary consent.
- 4.13 The normal daily use of the site pre and post auction is generally 08.00 until 17.30 and during the period leading up to the auction staff are employed in the assembly and cataloguing of the goods and work both on and off site.
- 4.14 During the pre and post auction period HGV movements associated with this process are generally in the order of 20 inbound and 20 outbound movements

per day in the busiest final week with movements in the preceding in the order of 10 to 15 two way per day. With respect to vehicle sizes these are a mixture of transit vans, rigids and articulated vehicles. These vehicles are those of vendors and as such are not in the control of Watts and Associates.

- 4.15 During the pre and post auction period there are two full time staff employed on site and 5 part time employees. At the day of the auction this is increased to 18 part time employees with the two full time staff members. During the pre and post auction period demand on parking facilities is light being a reflection of the modest level of staff.
- 4.16 The applicant web site will promote access to the site by sustainable means and this will in the case of the application site be more easily achieved than that of its present location. Nevertheless to accommodate visitor parking demand on the day of the auction the internal site car park will be used and vehicles marshalled into lanes by employees to maximise the amount of vehicles that can be accommodated off street.
- 4.17 With respect to consultation with neighbouring units on the industrial estate this has not been carried out on the grounds that the proposal seeks to gain permission for the previous temporary use (for which consent was granted) and now includes improved internal arrangements and landscaping proposals.

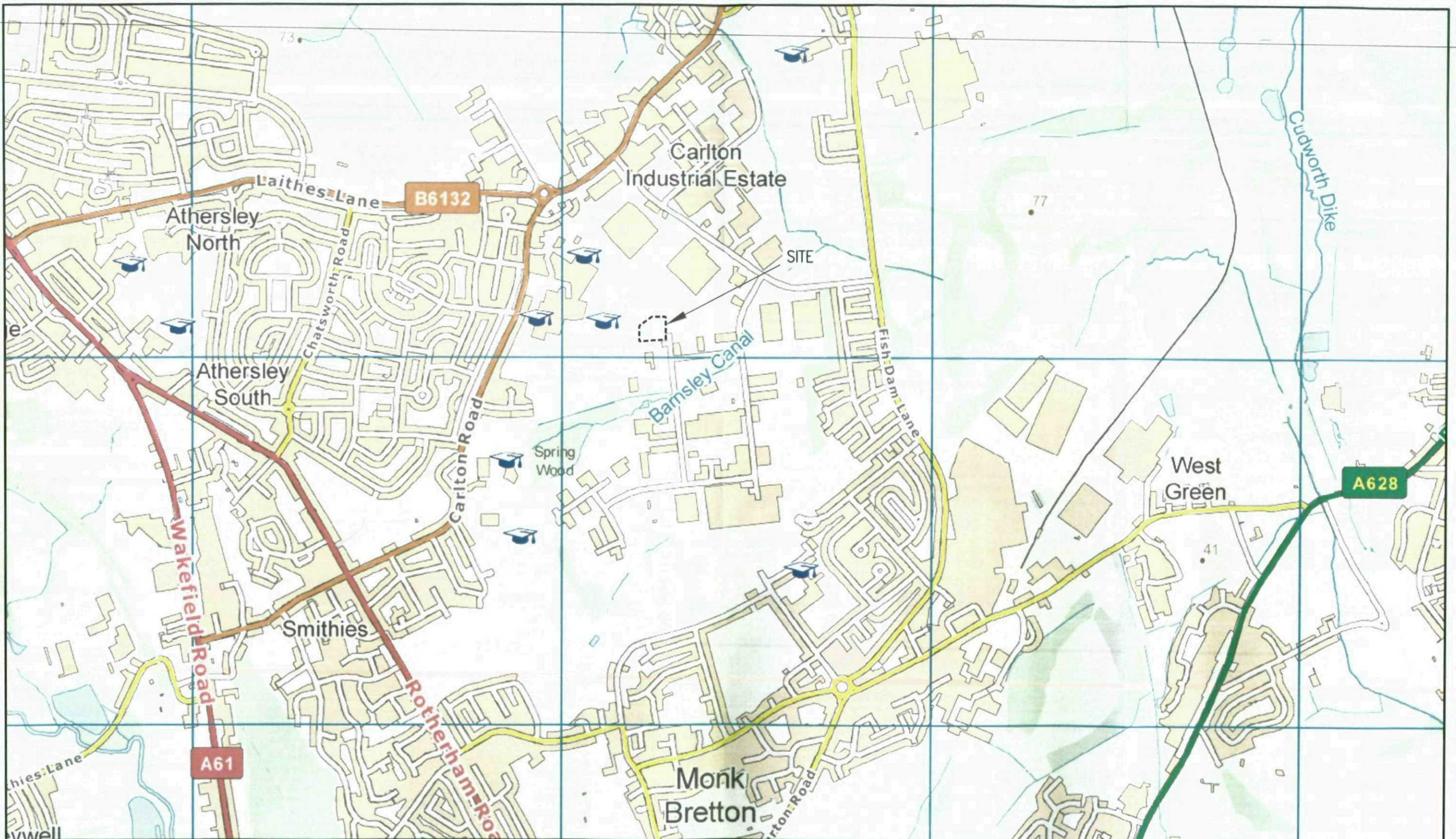
5 Conclusions

- 5.1 This document seeks to briefly set out the recent planning history of the site and the operation of the proposed development.
- 5.2 As will be judged with the exception of the approximately eight auction sale days per year the application site will be lightly used. Temporary consent has been previously granted by the Council for this use and this application seeks to make that permission permanent whilst providing improved parking, turning, servicing and general access arrangements. Landscaping works are also included to improve the general appearance of the site.
- 5.3 An indication of the likely level of traffic and patronage has been provided based on the current site of the auction in Hemingbrough near Selby, North Yorkshire. Precise predictions are however difficult to make due to a number of factors and these are mentioned in detail in the report.
- 5.4 Unlike the previous temporary auction use auctions a significant level of on street car parking is to be provided and if overspill occurs it will be at times during the Saturday sale day when the majority of the Carlton Industrial Estate will not be working.
- 5.5 From pre-submission discussions with the Council's planning officer it appears that in policy terms the development is acceptable and this confirms the position of the Council in granting temporary permission for this use in 2004.
- 5.6 Highway, ground conditions, landscaping and potential amenity issues have been considered and where appropriate information provided.
- 5.7 It is concluded that the principle and details of the development are therefore appropriate and the Local Planning Authority is requested to grant planning permission.

APPENDICES

Appendix A

Figures 1 and 2 general location and site specific location plans



Sa sanderson
associates
(consulting engineers) Ltd
Highways | Traffic | Transportation | Water

T 01924 844080 mail@sandersonassociates.co.uk
F 01924 844081 www.sandersonassociates.co.uk

Barkston Road
Barnsley

General
Site Location Plan

Scale N.T.S

Drawn By DH

Drawing Size A3

Checked By RG

Date Jan 11

Approved By RG



Drawing Number

Figure 1

Rev

Rev

Amendment

Drawn

Date

Checked

FILE REF:



Appendix B

Copy of decision notice relating to temporary consent (ref:B/04/2185/BA)



BARNLSLEY

Metropolitan Borough Council

GRANT OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. B/04/2185/BA

To Readyinput Limited,
6 Thoresby Avenue,
Monk Bretton,
Barnsley, S71 2LH

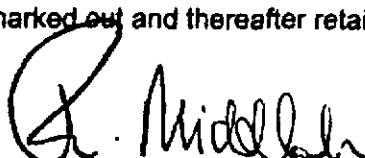
Proposal Change of use of industrial/auction land to off-road parking and outside storage
At Land off Barkston Road, Carlton Industrial Estate, Barnsley.

Permission is granted for the proposals which were the subject of the Application and Plans registered by the Council on 1 November 2004 and described above.

The approval is subject on compliance with the following conditions:

1. The use hereby permitted shall be discontinued on or before 31 December 2007 and the land restored in accordance with a scheme be submitted to and approved in writing by the Local Planning Authority before development commences.
In the interests of the visual amenities of the locality.
2. Outside storage shall be strictly confined to the area identified on the approved plan and no outside storage of any description shall be stacked or shall exceed a height of 4.0 metres.
In the interests of the visual amenities of the locality.
3. No scrap, component parts, or scrap materials of any description shall be stored on the site.
In the interests of the visual amenities of the locality.
4. Before the use is commenced, details of the surface treatment of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.
To prevent mud and dust being transferred onto the highway, interests of highway safety.
5. The car parking area shall be surfaced in hard impermeable material and provided with a positive system of drainage.
In the interest of highway safety.
6. The car parking spaces shall be be marked out and thereafter retained for that purpose for the

The grant of this consent does not constitute or imply permission, approval or consent by the Local Authority for any other purpose.

Signed 
Assistant Director, Planning and Transportation

Dated 15 December 2004

Planning and Transportation Service
Central Offices, Kendray Street, Barnsley. S70 2TN

Telephone: 01226 - 772000
Fax: 01226 - 772591

duration of the permitted use.

In the interests of highway safety.

7. There shall be no noise audible from the uses at the site boundary between 6.0pm and 8.0 am every day.

In the interest of amenity.

Informatives

The decision to grant planning permission has been taken having regard to the policies and proposals in the Barnsley Unitary Development Plan set out below and to all relevant material considerations, including Supplementary Planning Guidance:

ED8 - Employment Policy Area

This informative is only intended as a summary of the reason for granting planning permission. For further details on the decision please refer to the application file, by contacting 01226 772593.

Appendix C

Proposed site layout plan reference 5969-010

Appendix D

Specification for concrete panel retaining wall



**ACP
(Concrete)
Limited**

**Precast
Concrete Wall
Panels**

- [Products](#)
- [Estimate](#)
- [Contact Us](#)
- [Gallery](#)
- [ACP News](#)

PRECAST CONCRETE PANEL DESIGN DATA

The following table provides a basic outline of the technical specifications for our prestressed concrete panels. More detailed information is available on request.

Concrete Mix	Minimum compressive strength 28 day - 60N/mm ²
Water / Cement Ratio	Maximum 0.45
Prestressing Strand	9.6mm Diameter-Indented 70% Initial Force
<u>Unit Dimensions</u>	
Thickness	95mm, 145mm and 180mm
Width	500mm, 600mm, 700mm*, 1000mm, 1200mm, 1500mm
Length	any size up to 8m dependant upon handling & application
<u>Max Service Load</u>	
95mm Thick	13.9 kN-m
145mm Thick	60.8 kN-m single loading, 55.8 kN-m double loading
180mm Thick	89.2 kN-m single loading, 80.7 kN-m double loading
<u>Unit Weight</u>	
95mm thick	220 kg/m ²
145mm thick	345 kg/m ²
180mm thick	428 kg/m ²

Telephone: 01889 598660

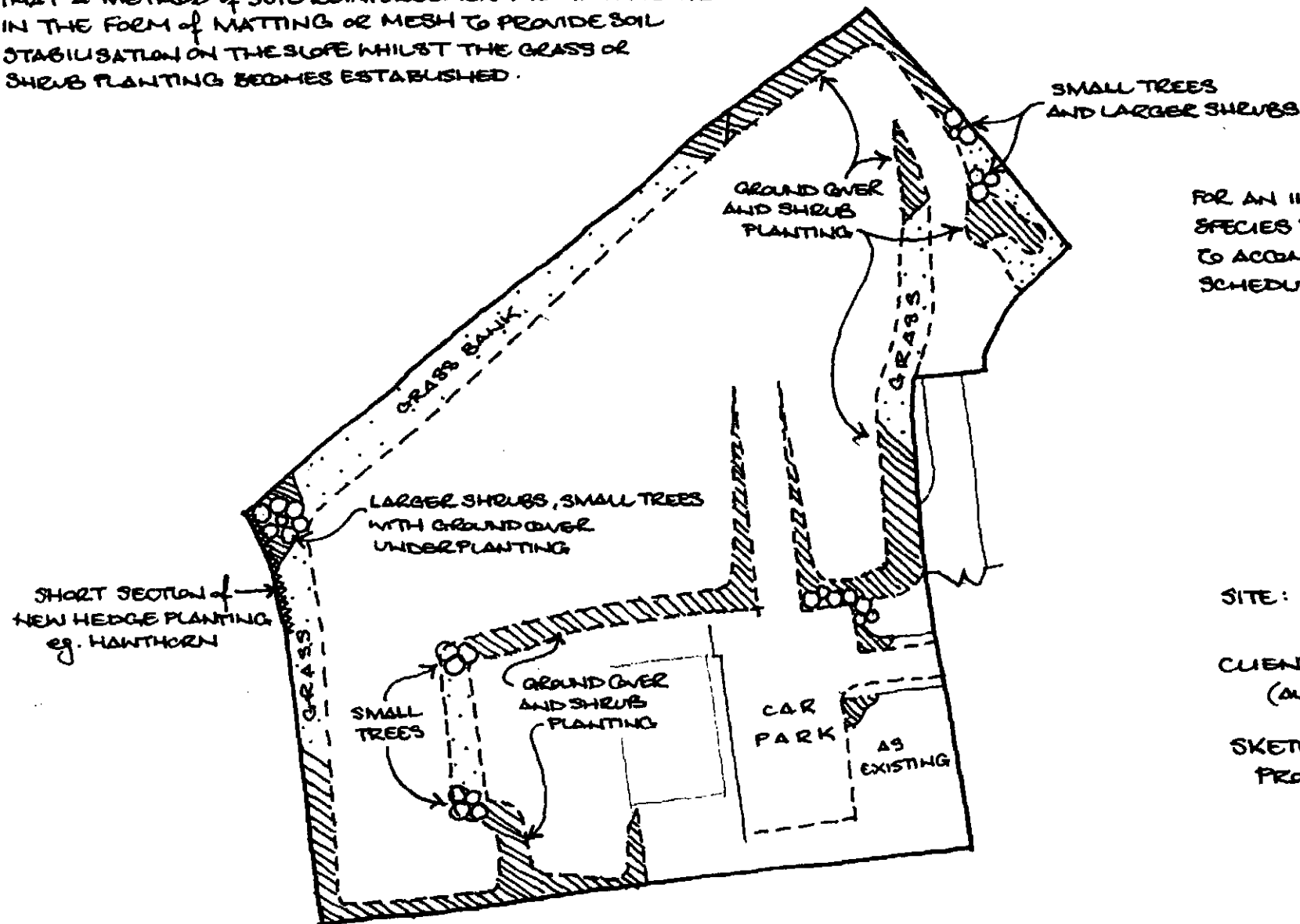
Email: sales@acp-concrete.co.uk

Appendix E

Proposed draft landscaping plan and planting schedule

NOT TO A SCALE

WHERE SLOPES EXCEED 1 IN 2 IT IS RECOMMENDED THAT A METHOD OF SOIL REINFORCEMENT IS IMPLEMENTED IN THE FORM OF MATTING OR MESH TO PROVIDE SOIL STABILISATION ON THE SLOPE WHILST THE GRASS OR SHRUB PLANTING BECOMES ESTABLISHED.



FOR AN INDICATION OF PLANT SPECIES PROPOSED REFER TO ACCOMPANYING PLANT SCHEDULES.

SITE: BARKSTON ROAD,
BARNLEY

CLIENT: WATTS & ASSOCIATES
(AUCTIONEERS) LTD.

SKETCH SOFT LANDSCAPE
PROPOSALS. A.

(DRAWING SIZE A4)

TREE SPECIES SCHEDULE**Selected Standard: Height 3.0 - 3.5m, girth 10 - 12cm**

CODE	SPECIES	COMMON NAME	FORM	NO REQD
Ac	<i>Acer campestre</i>	Field Maple	Selected Standard	
Aco	<i>Alnus cordata</i>	Italian Alder	Selected Standard	
Bp	<i>Betula pendula</i>	Common Birch	Selected Standard	
Sau	<i>Sorbus aucuparia</i>	Rowan	Selected Standard	

SHRUB /GROUND COVER SPECIES MIX SCHEDULE

% IN MIX	NAME	SIZE / HEIGHT (cm)	BREAKS	DENSITY (/m2)	NO REQD
5	<i>Cotoneaster horizontalis</i>	CG 3L/30-40	4	4	
5	<i>Cotoneaster dammerii</i>	CG 2L/20-30	3	4	
10	<i>Ceanothus thrysiflorus repens</i>	CG 3L/30-40	5	4	
20	<i>Euonymus fortunei</i> 'Emerald n' Gold'	CG 3L/20-30	7	4	
5	<i>Geranium</i> 'Johnsons Blue'	CG 2L	-	4	
5	<i>Hebe</i> 'Red Edge'	CG 3L/20-30	5	4	
20	<i>Hedera colchica</i> 'Dentata Variegata'	CG 3L/60-80	2	4	
10	<i>Hypericum calycinum</i>	CG 1L/15-20	4	4	
10	<i>Pyracantha</i> 'Red Cushion'	CG 3L/40-60	5	4	
10	<i>Vinca major</i>	CG 2L/15-20	-	4	

HEDGING SPECIES SCHEDULE - Hedges indicated as :

% in mix	LATIN NAME	COMMON NAME	SIZE	HEIGHT (CM)	NO REQD
100	<i>Crataegus monogyna</i>	Hawthorn	1+1	40-60	

- To comprise of two staggered rows of plants, 450mm apart.
Plants to be 450mm apart within each row. Overall 5 plants / linear metre.

LARGE SHRUB MIX SCHEDULE

Plant in random species groups of 5, 7 or 9 within mix, at density shown

% IN MIX	NAME	SPECIFICATION / HEIGHT (cm)	NO OF BREAKS IN LOWER THIRD	DENSITY (/m2)	NO REQD
20	Buddleia 'Black Knight'	CG 3L/40-60	4	2	
20	Cotoneaster lacteus	CG 3L/40-60	4	2	
20	Lavatera angustifolia 'Rosea'	CG 3L/40-60	3	2	
20	Rosa glauca (rubrifolia)	CG 3L/40-60		2	
20	Prunus laurocerasus 'Herbergii'	CG 3L/40-60	3	2	

NOTES ON PLANTING

- Spread topsoil over ornamental shrub beds and grade to fall - depth to be 450mm after settlement. Cultivate topsoil to a depth of 150mm.
- Shrubs to be planted in pits 400mm in depth and 150mm wider than root spread. Trees to be planted in pits 300mm wider than root ball and at an appropriate depth to accommodate the whole root ball. Backfill should comprise of 1 part Peat Free Tree and Shrub Compost to 4 parts topsoil.
- Where angle of slope permits ornamental shrub and hedge beds to be mulched after planting using 75mm deep composted bark.
- Proposed trees to be supported by stakes to maximize establishment. Final positions to be agreed on site.
- Final position of all trees and shrubs subject to confirmation of service location and approval of statutory undertakers.
- All site and development information taken from and soft landscape proposals to be read in conjunction with Sanderson (consulting engineers) Ltd. Drawing no. 5969/010

Appendix F
Ground condition report by pdenvironmental

Report

Phase 1 Environmental Assessment

Land at Barkston Road, Barnsley S71 3HU



Mr Colin Crossland
Watts & Associates
The Barn
Green Lane
Huddersfield

01484 608826

Dr Philip Dare
pdenvironmental
2-4 Dale Road
Bradford BD11 1ND

0113 285 3317

Summary

This report has been prepared at the request of Mr Colin Crossland and covers land at Barkston Road, Barnsley S71 3HU. The site is shown on the 2010 OS map which is appended to this report. The ordnance survey grid reference of the site is 436240, 409040.

The site was open farmland until sometime between 1983 and 1991 when it was developed as an industrial unit as part of the Carlton Industrial Estate. The permanent buildings on the site were developed at that time. Sometime between 2002 and 2008 the area of the site north of the building was re-landscaped to provide a flat area for the storage of plant and equipment awaiting sale at auction. We understand that the present owners have increased this area and provided a hardcore base.

The site is bordered by school playing fields to the North and other industrial units to the east, west and south. No sources of contamination or other nuisance have been identified in the immediate environs.

The solid geology of the area is described as "Westphalian (mainly productive coal measures)". The site is in a radon affected area. The site is on a minor aquifer.

No sources have been identified on the site. It is understood that no further landscaping activities are planned for the site. The site is to be used for storage and display of plant and equipment prior to it being sold at auction. No potential pathways have been identified for the site.

No significant pollution linkages have been identified.

It is thought that the site has previously been used as an auction facility and possibly as a steel stockholding facility. The site may have had other more contaminative uses. Visual inspection of the site shows no signs of environmental degradation.

No further site investigation or remediation is recommended.

1. Introduction

- 1.1. This report has been prepared at the request of Mr Colin Crossland and covers land at Barkston Road, Barnsley S71 3HU. The site is shown on the 2010 OS map which is appended to this report. The ordnance survey grid reference of the site is 436240, 409040.
- 1.2. The site has been re – levelled and a top surface of hardcore has been added to allow it to be used as an outdoor auction site for plant and machinery.
- 1.3. The review is an initial risk assessment of the site based on the guidance contained in Contaminated Land report 11 “Model Procedures for the Management of Land Contamination” published by DEFRA and the Environment Agency.

2. Methods

- 2.2. Information was obtained from the following sources:

- An “Envirocheck” Report on the site report reference 33458112-1-1 dated 22 December 2010.
- A review of information held on publicly available databases such as the Environment Agency “What is in my backyard” site
- A walkover of the site and environs carried out on 23 December 2010.
- Google Earth

3. Site History

3.1. Historical Maps

The earliest ordnance survey map of the area is dated 1855 and is scale 1:10560. Where a map shows a significant change then it is appended to this report and marked *. Copies of the other maps can be made available on request

1855 Map (1:10560)* The site is shown as undeveloped. Carlton Road and Fish Dam Lane are shown on approximately their current alignments. Carlton Village is shown approximately 1 Km north of the site and Monk Bretton approximately 1 Km south of the site. A small gravel pit is marked around 400 m north of the site. An old sandstone quarry is marked around 900 m north west of the site. St Helens well is shown around 250 m west of the site. The Aire & Calder Barnsley Branch Navigation runs north south around 1 Km east of the site. The surrounding area is shown as largely fields and woodland

1894 Map (1:10560)* and 1892 Map (1:2500) Wharnclyf Woodmore deep mine colliery served by a railway has appeared around 750 m north west of the site and Carlton Maine deep mine colliery has appeared around 1.2 Km

north east of the site. St Helens Farm has appeared around 250 m west of the site. The surrounding area remains largely fields and woodland

1907 Map (1:10560 and 1:2500) No significant changes.

1931 Map (1:10560 and 1:2500) No significant changes

1938 Map (1:10560) No significant changes

1948 Map (1:10560) No significant changes

1955 Map (1:10560) No significant changes

1966 Map (1:10000) No significant changes

1973 Map (1:10000) The school buildings have appeared on their present site around 250 m north west of the site.

1981 Map (1:2500) No significant changes

1984 Map (1:10000)* No significant changes

1990 Map (1:10000)* Carlton Industrial Estate has appeared in the surrounding area and the site is shown as developed in its present configuration

2000 Map (1:10000) No significant changes

2006 Map (1:10000) No significant changes

2010 Map (1:10000)* No significant changes

3.2. Google Earth

The current Google Earth image of the site is shown on the frontispiece of this report and is dated 21 September 2008. This shows the site in largely its present state with the area of land to the north of the site flattened for use as hardstanding.

A further Google Earth image dated 1 January 2003 is reproduced as figure 1 of this report. This shows the site as it was before the landscaping of the northern area of the site.

4. Geology.

4.1. Geological setting

The solid geology of the area is described as "Lower Westphalian (mainly productive coal measures)"

4.2. Radon

The Envirocheck report indicates part of the site is in a radon affected area as between 1 and 3% of homes are affected.

4.3. Mining and quarrying

The closest recorded BGS Mineral working site was an opencast sand and gravel site located 390 m north of the site. Six further opencast sites are recorded within 1 Km of the site and two deep coal mines. None of these sites are still operational.

5. Environmental setting

5.1. Hydrology

The nearest water feature is Surface drainage around 75 m south of the site. The Environment Agency website indicates that the site does not lie within a flood zone.

There are no current licensed water abstractions within 1 Km of the site. The site is not within a source protection zone

5.2. Hydrogeology

The area is on a minor aquifer of variable permeability. These can be fractured or potentially fractured rocks, which do not have a high primary permeability, or other formations of variable permeability including unconsolidated deposits. Although not producing large quantities of water for abstraction, they are important for local supplies and in providing base flow to rivers.

5.3. Ecology

The site is not in designated green belt. None of the following are located within 1000 m of the site:

- Areas of unadopted green belt
- Areas of outstanding natural beauty
- Environmentall sensitive areas
- Forest Parks
- Local Nature reserves
- Marine nature reserves
- National Parks
- Ramsar sites
- Sites of special scientific interest
- Special areas of conservation
- Special protection areas

The site is in a nitrate vulnerable zone.

5.4. Landfill

The site is not on a recorded or historic landfill. There are three historic landfill sites within 1 Km of the site. The nearest historic landfill is at Monk Breton 625 m south of the site.

5.5. Contemporary trade directory entries.

The site forms part of an industrial estate and there are 51 contemporary trade directory entries within 1 Km.

There is one fuel station within 1000 m of the site, this is Carlton Village Service Station which is 630 m north of the site.

Inspection of the immediate environs of the site suggested that it was unlikely to be affected by trade activity

5.6. Discharge Consents

There are no discharge consents relating to the site. There are four current discharge consents within 1000 m of the site all relating Yorkshire Water operations.

5.7. Pollution incidents to controlled water

There are no recorded pollution incidents relating to the site.

5.8. Pollution Prevention and Control consents.

There are 17 IPC, LAIPPC and IPPC sites within 1 Km of the site. The closest are the adjacent units which include a vehicle refinishing workshop immediately south of the site and a bulk cement operation immediately east of the site. There is no record of any enforcement action relating to these sites.

5.9. Waste Management sites

Glass Recycling UK operate a site 670 m NW of the site which is a registered Waste Transfer site and Physical Treatment Facility. There are no other Waste Management facilities within 1 Km of the site.

5.10 COMAH and Planning Hazardous Substance Consents

There are five COMAH or Planning Hazardous Substance Consents within 1 Km of the site. These all relate to the storage and use of LPG

5.11. Others

No evidence of records relating to the following issues within 1000m of the site were found

- Contaminated land register entries and notices
- Enforcement and prohibition notices
- Current registered radioactive substances
- Explosives sites

6. Site Investigation

- 6.1. A visual inspection of the site and the immediate environs was undertaken on 23 December 2010. No sign of environmental degradation on the site or its immediate environs was observed.
- 6.2. We are not aware of any previous site investigations which have been undertaken on this site.

7. Conceptual Model

7.1. Site Summary

The site was open farmland until sometime between 1983 and 1991 when it was developed as an industrial unit as part of the Carlton Industrial Estate. The permanent buildings on the site were developed at that time. Sometime between 2002 and 2008 the area of the site north of the building was re-landscaped to provide a flat area for the storage of plant and equipment awaiting sale at auction. We understand that the present owners have increased this area and provided a hardcore base

7.2. Surrounding area

The site is bordered by school playing fields to the North and other industrial units to the east west and south. No sources of contamination or other nuisance has been identified in the immediate environs.

7.3. Geology

The solid geology of the area is described as "Westphalian (mainly productive coal measures)". The site is in a radon affected area.

7.4. Hydrogeology

The site is on a minor aquifer.

7.5. Source characterisation

No sources have been identified on the site

7.6 Potential pathways

It is understood that no further landscaping activities are planned for the site. The site is to be used for storage and display of plant and equipment prior to it being sold at auction. No potential pathways have been identified for the site

7.7 Potential receptors

End users of the site

7.8 Significant pollution linkages (SPLs) considered

In accordance with the guidance a site specific qualitative risk assessment has been undertaken. The approach is to identify possible hazardous sources and establish possible pathways from that source to a potential receptor. An example would be:

Source	Toxic metals in soil
Pathway	Vegetables grown in the soil
Receptor	Person eating the vegetables

For a risk to exist on the site all three items must be present. This is termed a pollution linkage. Where a pollution linkage is identified a qualitative risk assessment is carried out to identify those linkages which may be significant. A precautionary principle is applied. Where insufficient information is currently available to eliminate the linkage then it is assessed as significant.

No significant pollution linkages have been identified

8 Conclusion and recommendations

8.1. Uncertainties

It is thought that the site has previously been used as an auction facility and possibly as a steel stockholding facility. The site may have had other more contaminative uses. Visual inspection of the site shows no signs of environmental degradation.

8.2. Remediation and further investigation

No further site investigation or remediation is recommended

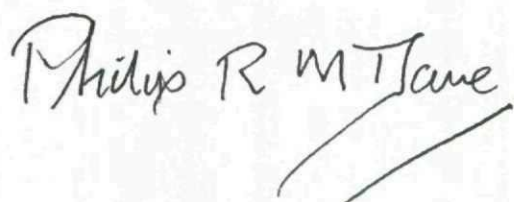
Figure 1 Google Earth image of the site dated 1 January 2003



9. Document Authentication

This report is confidential to the client and produced under the terms of the agreement between Dr Philip Dare trading as *pdenvironmental* and the client. No warranty, expressed or implied, can be taken by any other user of this report.

Client	Watts & Associates
Title	Phase 1 Investigation. Land at Barkston Rd, Barnsley
Project No	PD 153

Version 1	Status – Final Issue
Prepared by: Philip Dare	
Date	28 December 2010

Appended

1855 Map
1894 Map
1984 Map
1990 Map
2010 Map

Yorkshire

Published 1854 - 1855

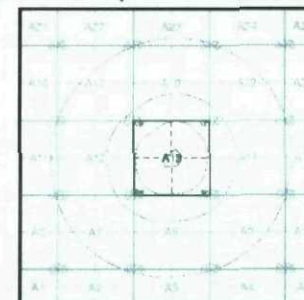
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

26200 1854 1:10,560	26300 1854 1:10,560
27400 1855 1:10,560	27500 1854 1:10,560

Historical Map - Slice A



Order Details

Order Number: 33458112_1_1
 Customer Ref: PD 153
 National Grid Reference: 436240, 409040
 Slice: A
 Site Area (Ha): 1.47
 Search Buffer (m): 1000

Site Details

Watts Auctions, Barkston Road, BARNSELY, South Yorkshire, S71 3HU



Yorkshire

Published 1894

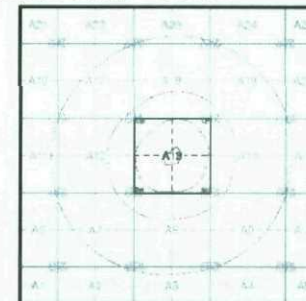
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

2625E 1894 1:10,560	2635W 1894 1:10,560
274NE 1894 1:10,560	275NW 1894 1:10,560

Historical Map - Slice A

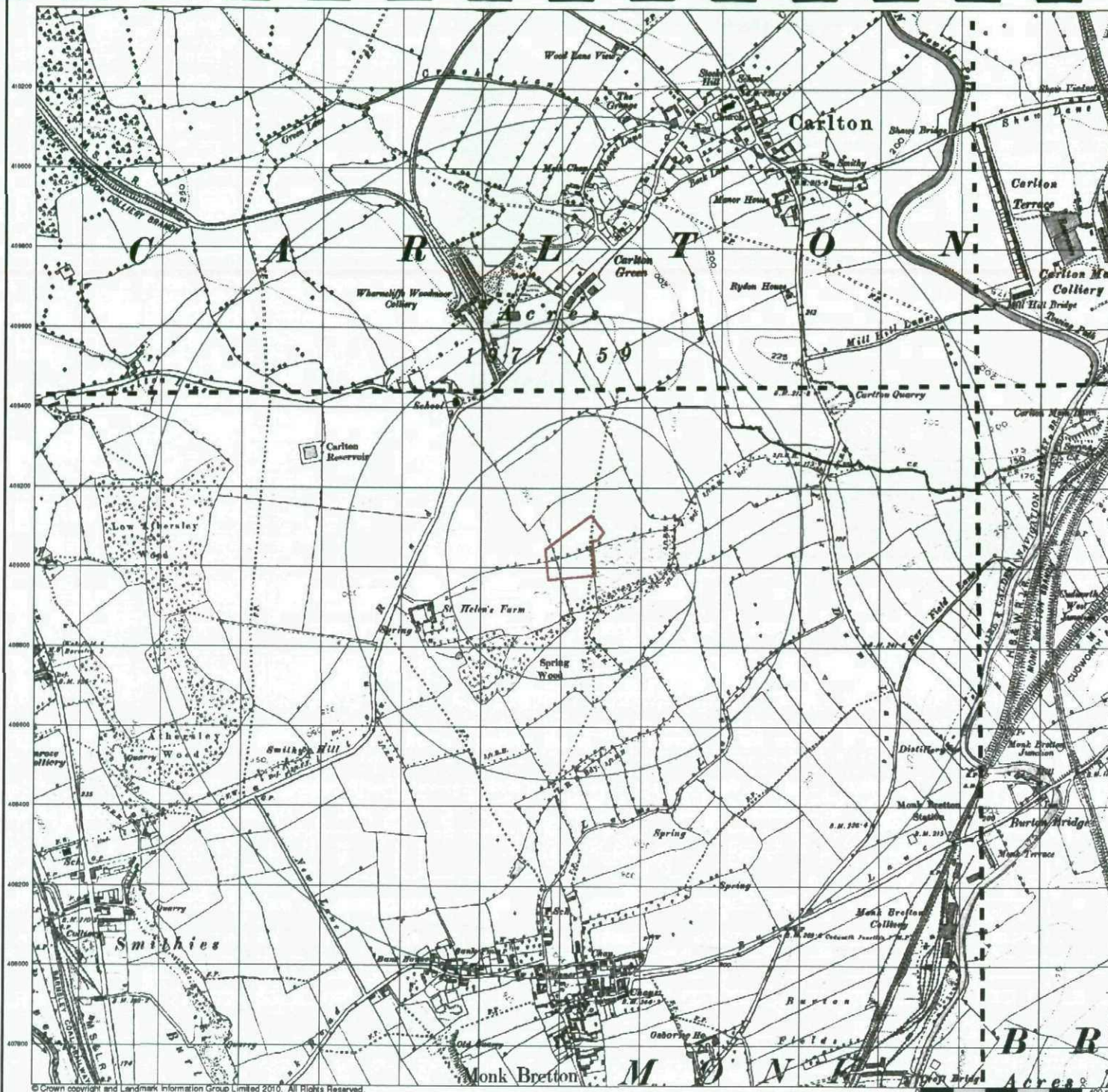


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National Grid Reference: 436240, 409040
Slice: A
Site Area (Ha): 1.47
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Ordnance Survey Plan

Published 1980 - 1984

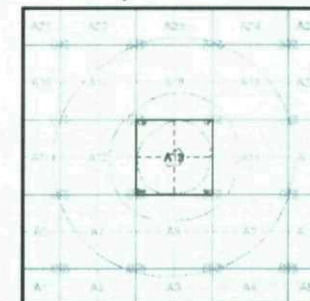
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The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

SE31SW 1980 1:10,000	SE31SE 1981 1:10,000
SE30NW 1983 1:10,000	SE30NE 1984 1:10,000

Historical Map - Slice A



Order Details

Order Number: 33458112_1_1
Customer Ref: PD 153
National Grid Reference: 436240, 409040
Slice: A
Site Area (Ha): 1.47
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Ordnance Survey Plan

Published 1990 - 1993

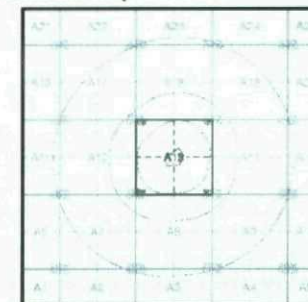
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The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)

SE31SW 1991 1:10,000	SE31SE 1990 1:10,000
SE30NW 1993 1:10,000	SE30NE 1993 1:10,000

Historical Map - Slice A



Order Details

Order Number: 33458112_1_1
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10k Raster Mapping

Published 2010

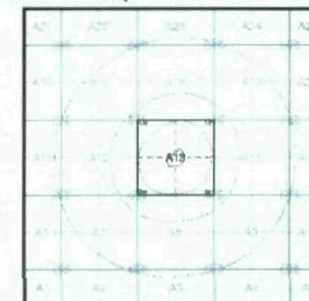
Source map scale - 1:10,000

The historical maps shown were produced from the Ordnance Survey's 1:10,000 colour raster mapping. These maps are derived from Landplan which replaced the old 1:10,000 maps originally published in 1970. The data is highly detailed showing buildings, fences and field boundaries as well as all roads, tracks and paths. Road names are also included together with the relevant road number and classification. Boundary information depiction includes county, unitary authority, district, civil parish and constituency.

Map Name(s) and Date(s)

SE31SW 2010 1:10,000	SE31SE 2010 1:10,000
SE30NW 2010 1:10,000	SE30NE 2010 1:10,000

Historical Map - Slice A



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