

Application reference number	2025/1000
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Application Type	Full
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Proposal Description:	Proposed demolition of existing commercial/residential buildings and creation of new urban park to provide public open space and associated works.
Location:	The Crescent, Cudworth, Barnsley, S72 8SY

Applicant	BMBC
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Number of Third Party Reps	1	Parish:	None
		Ward:	Cudworth

SUMMARY

The proposal seeks full planning permission for the proposed demolition of the existing commercial/residential buildings and creation of new urban park to provide public open space and associated works at The Crescent, Cudworth. The proposal is recommended for approval subject to conditions.

Recommendation: **GRANT Planning Permission subject to conditions**

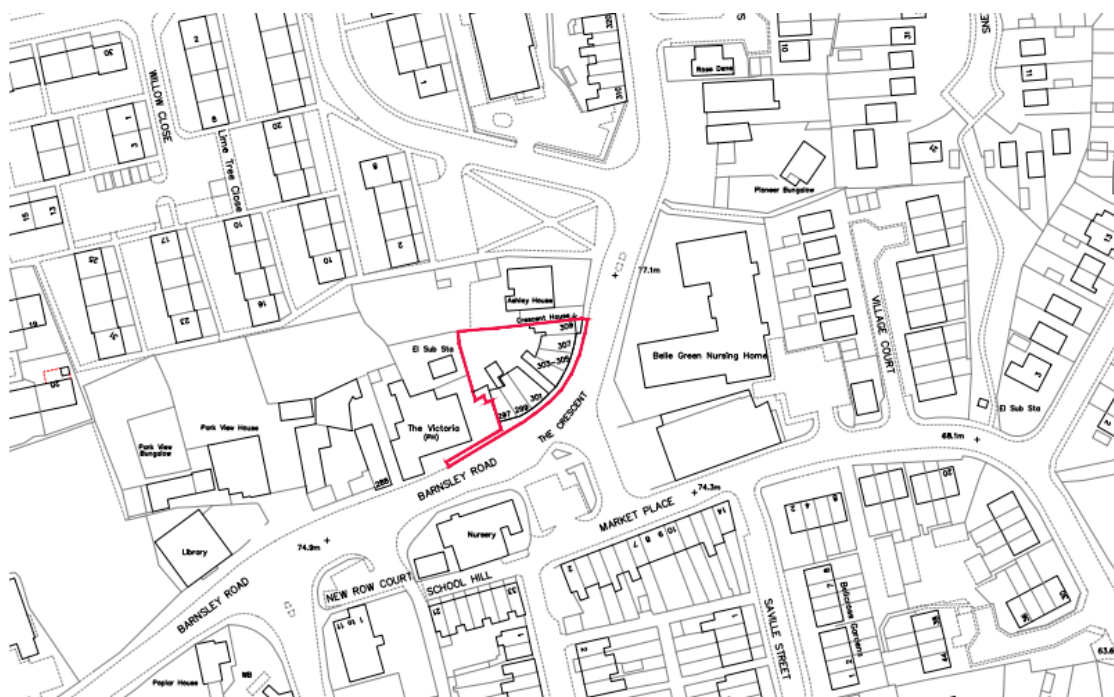
Site Description

The Crescent is a three storey building located on Barnsley Road in Cudworth. The building is constructed from stone with commercial units at the ground floor and residential accommodation above. The ground floor units have previously consisted of hot food takeaways, retail, beauty room/hairdressing uses. The site does not fall within a designated conservation area, nor does it contain any listed buildings. There are no Tree Preservation Orders (TPOs) within the site.

The site is located to the north east of the District Centre of Cudworth on the secondary shopping frontage. There is no allocated parking for the existing building. To the rear of the site is a small courtyard area which is accessed by a small walkway with a first floor above. The rear elevation of the building has a metal external staircase leading to the first floor of the building.

The immediate vicinity includes a range of uses comprising retail units, a public house, educational institutions, and various community facilities. An electricity substation accessed through the site is located to the northwest, just outside the boundary.

The design and access statement states that the buildings are presently in a state of disrepair and deterioration, and as part of the proposed redevelopment, these structures are to be demolished to facilitate the delivery of public realm enhancements.



Location of the site

Proposed Development

The proposals include the demolition of all buildings within the site and the removal of the substandard access. The redevelopment of the site would see the creation of a public open space including raised planters, paved areas and seating. The scheme also allows for the provision of a footway of increased width along the site frontage

The following justification has been provided as part of the proposals:-

The proposed redevelopment proposes the demolition of all buildings at The Crescent and the creation of a green public open space to improve the visual gateway to Cudworth, making the area more attractive, enhance community health and cohesion, providing a space for residents to gather and interact.

The Crescent comprises seven properties, some of which are, vacant and dilapidated, contributing to visual blight. The scale of work required to repair the retail units at The Crescent is excessively demanding with issues such as structural damage, outdated utilities, and non-compliance with modern safety and accessibility standards. The cost of refurbishment would far exceed any potential financial return. Bringing the buildings up to a reasonable standard (safe, functional, and visually acceptable), the investment required would not be justified by the likely rental income or property value. The site has been selected for public realm improvements aimed at creating a welcoming, biodiverse space with increased greenery and accessible amenities for the local community

In terms of the relocation of the existing businesses, two private sector tenants have already been permanently rehoused. The Council's Assets Team is also supporting affected

businesses with relocation assistance and providing compensation packages to cover reasonable costs. Engaging in ongoing negotiations to ensure fair and supported transitions

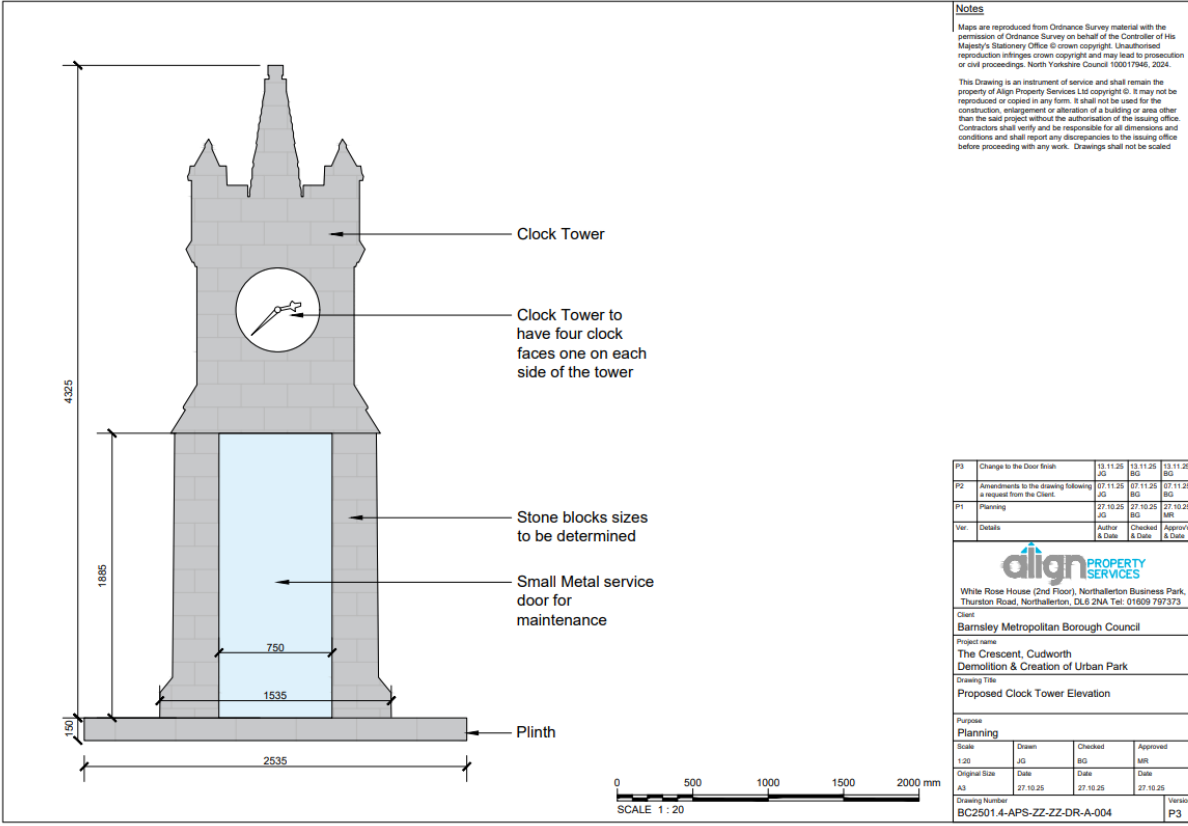
The site has been linked to anti-social behaviour (ASB), vandalism, and crime, creating safety concerns for residents. The current site is environmentally poor, with limited economic or community value. It is hoped that the redevelopment will act as a catalyst for wider regeneration, attracting further investment and improving property values in the area.

The scheme allows for the provision of a footway of increased width along much of the site frontage. The demolition of the existing buildings will also open up visibility along this section of Barnsley Road, which is situated on a bend, thereby improving safety and sightlines for vehicular traffic.

The proposed design incorporates planters and planting, carefully positioned street furniture, and distinctive paving patterns to attract pedestrians and encourage them to engage with the space and increase biodiversity. Central to the scheme is a traditionally designed stone built clock tower, acting as a focal point and community landmark. Surrounding this, modern planters, contemporary seating, and a curved pergola create varied spaces for relaxation and informal gatherings.

The scheme includes a shaded seating area with a central feature to encourage social interaction and relaxation. An electrical substation is situated to the northwest of the site and requires secure access for maintenance. The design provides a new fence with a double gate and a dropped kerb for vehicular entry. The site level changes from south to north will be managed through the addition of steps and appropriate landscape treatments. A telecoms cabinet is located to the south of the site and is to be retained. A 2.7m high brick and stone wall forms the northern boundary separating the site from the adjacent dwelling which is in need of repair.

Pedestrian access is provided from both the east and west, with planters positioned to guide movement through the site. Vehicular access to the substation is maintained, with a new dropped kerb introduced to provide service and maintenance access. Slip resistant paving and visually contrasting materials will be used for pedestrian safety.



Proposed Clock Tower

<i>Application Reference</i>	<i>Application description</i>	<i>Status</i>
B/95/0811/CU	Installation of new shop front and alterations to form additional accommodation	Approved
2007/1041	The addition of a hot food takeaway to restaurant A5	Approved with conditions
2007/1853	Conversion of ground floor shop units into three bed sits	Approved with conditions
2020/1345	Change of use of ground floor retail units with HMO above to 6no.apartments including external alterations	Refused due to inadequate room sizes, lack of dedicated parking, and lack of private amenity space
2021/0301	Change of use of ground floor retail units to 2no. flats	Approve with conditions
2022/0170	Lawful development certificate for a 8 bedroom HMO	Refused due to insufficient evidence
2022/0904	Change of use of first and second floor to 8 bedroom house in multiple occupation (HMO) and installation of dormer to front	Refused and dismissed at appeal
2023/0159	Lawful development certificate for existing use as five flats in relation to part of the first floor and the full second floor of the building	Lawful Development Certificate Granted
2023/0624	Conversion of two letting rooms to a one bedroom flat	Approved with conditions

Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019).

The Local Plan review was approved at the full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means, no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027, or earlier, if circumstances require it.

The site is located within the District Centre of Cudworth and is a secondary shopping frontage as allocated within the Barnsley Local Plan Proposals Map, therefore the following policies are of relevance:-

GD1: General development – Proposals for general development will be approved providing there is no significant adverse effect on residential amenity, highway safety, the current or future use of nearby land and it upholds good quality design in accordance with local plan policy D1.

SD1: Presumption in favour of sustainable development

D1: High quality design and place making

BIO1 'Biodiversity and Geodiversity'

TC1: Town Centres – Centres are split between Barnsley Town Centre, District Centres and Local Centres. Local Centres serve smaller catchments and development here will be expected to meet the needs of the local area and not adversely impact on the vitality or viability of other nearby centres.

TC2: Primary and Secondary Shopping Frontages - Proposals for retail (A1-A5) uses will be allowed on Primary and Secondary Shopping frontages in Barnsley Town Centre and the District Centres provided that:

- Within each primary shopping frontage in Barnsley Town Centre and the District Centres, ground floor uses would remain predominantly retail (Class A1) in nature.
- Other uses may be acceptable, especially where they diversify and improve provision in a centre, provided that it can be demonstrated that the vitality and viability of the primary shopping area concerned would not be negatively affected and that ground floor uses on the Primary Shopping Frontages remain predominantly retail (Class A1) in nature.

I2: Educational and Community Facilities – The Council will support the provision of schools, educational facilities and other community facilities. New schools, educational and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship, should be located centrally to the communities they serve, in places where they will be accessible by walking, cycling and public transport.

Such uses will be protected from development unless it can be demonstrated that the sites and premises are no longer required by the existing or an alternative community facility.

T3: New development and sustainable travel

T4: New development and highway improvement

LG2: The Location of Growth

Poll1: Pollution Control and Protection

SPD's

Those of relevance to this application are as follows:

Biodiversity and Geodiversity

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance

In December 2024, The Government published a revised National Planning Policy Framework ("NPPF") which is the most recent revision of the original Framework, published first in 2012 and updated a number of times, providing the overarching planning framework for England. It sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. This revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development which is at the heart of the framework (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). The NPPF confirms that there are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. With regards to this application the most relevant paragraphs are:

Paragraph 116 - 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.

Paragraph 131 – Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities

Paragraph 135 – planning decisions should ensure that developments function well, add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character, establish a strong sense of place, optimise the potential of the site and create safe, inclusive and accessible places that promote health and well-being.

The National Design Guidance (2019) is a material consideration and sets out ten characteristics of well-designed places based on planning policy expectations. A written ministerial statement states that local planning authorities should take it into account when taking decisions.

Relevant Consultations:

Demolition – No comments received

Highways DC – No objections subject to conditions

Pollution Control – No objections subject to conditions

Contaminated Land – No objections subject to conditions

Biodiversity – No objections subject to condition and informatives

Yorkshire Water – No objection subject to condition

Ward Members – No comments received

Urban Design – No comments received

Representations

22 neighbouring properties have been notified by letter. A site notice was also posted adjacent to the site. The following comment has been received as a result of the consultations:-

1 objection which raises the following concerns:-

'The demolition forms part of regeneration plans for Cudworth, however I fail to see how the removal of a significant number of historic buildings in the village centre to be replaced by a small landscaped area, constitutes regeneration.

The buildings are a crescent and contribute significantly to the historic form of the village centre. Historic maps show the parade to provide a northern building line to the market place, and enclose the public realm of Cudworth village centre.

The introduction of a public park, while usually a positive move for a village centre, is redundant if the village centre has been demolished and sense of place erased.

Sadly the village centre has never been afforded conservation area status. However these buildings clearly have historic value and should be preserved. I would suggest that the option to demolish them is a decision based on the Council's reluctance to invest in its estate. This should not be a justification for the demolition of an important village centre retail area.'

Assessment

The main issues for consideration are as follows:

- The acceptability of development
- Impact upon the Street Scene and Visual Amenity
- Impact on the highway network and highways standards
- Impact on Residential Amenity
- Impact on Ecology
- Impact on Drainage and Flood Risk

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

The acceptability development

The subject site is allocated as within the district centre of Cudworth. Policy TC1 states that "The District Centres have an important role serving localised catchments and meeting more local needs. To ensure they fulfil this role and continue to complement and support the role of Barnsley Town Centre new retail and town centre development will also be directed to the District Centres".

Underneath Policy TC1 it provides specific detail on Cudworth and states the following: "Cudworth is one of the smaller district centres with the main retail and service provision located along the main Barnsley Road. It is average in terms of vitality and viability.

Its strengths include the amount of shopping floorspace, the absence of floorspace outside the centre, the lack of charity shops and good pedestrian flows and availability of public transport.

Aims for the future of Cudworth are to improve the provision of leisure, cultural and entertainment activities, attract non-food multiple retailers, and to improve movement for pedestrians and cyclists. The strategic direction for Cudworth is to intensify, (that is to realise its potential within its existing boundaries by redeveloping and reconfiguring to intensify the level of current town centre uses)."

Whilst the proposal would result in the loss of the commercial units at ground floor and smaller residential units within the upper floors, the site would be redeveloped to be used as a public square for public benefit. Justification has been provided by the applicant and states that:

'The Crescent comprises seven properties, some of which are, vacant and dilapidated, contributing to visual blight. The scale of work required to repair the retail units at The Crescent is excessively demanding with issues such as structural damage, outdated utilities, and non-compliance with modern safety and accessibility standards. The cost of refurbishment would far exceed any potential financial return. Bringing the buildings up to a reasonable standard (safe, functional, and visually acceptable), the investment required would not be justified by the likely rental income or property value. The site has been selected for public realm improvements aimed at creating a welcoming, biodiverse space with increased greenery and accessible amenities for the local community

In terms of the relocation of the existing businesses, two private sector tenants have already been permanently rehoused. The Council's Assets Team is also supporting affected businesses with relocation assistance and providing compensation packages to cover reasonable costs. Engaging in ongoing negotiations to ensure fair and supported transitions

The site has been linked to anti-social behaviour (ASB), vandalism, and crime, creating safety concerns for residents. The current site is environmentally poor, with limited economic or community value. It is hoped that the redevelopment will act as a catalyst for wider regeneration, attracting further investment and improving property values in the area.

The demolition of the existing buildings will also open up visibility along this section of Barnsley Road, which is situated on a bend, thereby improving safety and sightlines for vehicular traffic.'

In this instance it is acknowledged that the site is on the edge of the district centre and the harm to the retail/commercial area would be limited, given its edge of centre location. Policy TC2 states that on secondary shopping frontages, other uses may be acceptable, especially where they diversify and improve provision in a centre. In this instance, the vitality and viability of the primary shopping area would not be significantly affected and other ground floor uses on the Primary Shopping Frontages remain predominantly retail (Class A1) in nature. The significant benefits of the scheme highlighted above are considered to outweigh the loss of the commercial and residential units.

In addition to the above, policy I2 Educational and Community Facilities of the Local Plan states that the Council will support the provision of schools, educational facilities and other community facilities. New schools, educational and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship, should be located centrally to the communities they serve, in places where they will be accessible by walking, cycling and public transport.

The proposal involves the formation of a new community public open space. The site is accessible by walking, cycling and public transport, in compliance with Local Plan Policy I2.

The proposal would improve an important gateway to Cudworth centre and to be used as improved public realm/open space to be enjoyed by shoppers and residents. Subject to other material considerations below the proposal is justified in line with policy TC1, TC2 and I2 and the impact upon the District Centre is considered to be moderate.

Impact upon the Street Scene and Visual Amenity

The main Local Plan Policy which relates to design and place making is Policy D1 and is of relevance to this proposal. Policy D1 'High Quality Design and Place Making Design Principles' states that:

- Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including: Landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features;
- Views and vistas to key buildings, landmarks, skylines and gateways; and Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.

Through its layout and design development should:

- Contribute to place making and be of high quality, that contributes to a healthy, safe and sustainable environment;
- Complement and enhance the character and setting of distinctive places, including Barnsley Town Centre, Penistone, rural villages and Conservation Areas;
- Help to transform the character of physical environments that have become run down and are lacking in distinctiveness;
- Provide an accessible and inclusive environment for the users of individual buildings and surrounding spaces;
- Provide clear and obvious connections to the surrounding street and pedestrian network; Ensure ease of movement and legibility for all users, ensure overlooking of streets, spaces and pedestrian routes through the arrangement and orientation of buildings and the location of entrances;
- Promote safe, secure environments and access routes with priority for pedestrians and cyclists;
- Create clear distinctions between public and private spaces;
- Display architectural quality and express proposed uses through its composition, scale, form, proportions and arrangement of materials, colours and details;
- Make the best use of high quality materials; Include a comprehensive and high quality scheme for hard and soft landscaping; and
- Provide high quality public realm.'

In assessment of Policy D1, the proposal involves the demolition of the existing building on site. An objection has been received with regard to the removal of the buildings, as they are considered to have historic value within Cudworth and the objector considers that they should be preserved. The building is not Listed or a Locally Listed Building on the Local Heritage List. Whilst the loss of the building is regrettable, the building is in a poor state and the scale of work required to repair the building, including structural damage, outdated utilities, and non-compliance with modern safety and accessibility standards and it would not be financially viable to restore the building and bring it up to modern standards. The agent also states that the site has also been linked to anti-social behaviour (ASB), vandalism, and crime, creating safety concerns for residents.

The removal of the building will allow for a new public open space, which will feature areas of planting, seating and a central clock tower to provide an area of high quality public realm. This will improve the appearance of the site as a 'gateway' into Cudworth centre and will enhance the visual amenity of the street scene. The materials proposed are in keeping with the surroundings and once the planting is established the proposal will have a significant benefit to the surrounding area in accordance with the above aims of Policy D1 of the Local Plan.

On balance whilst the loss of the existing building will have a moderate impact, the positive impact of the proposal upon visual amenity of the District Centre and the street scene is considered to be significant.

Impact on Residential Amenity

There are residential properties adjacent to the site, however there should not be any significant impact upon these residents through disturbance or increased activity, given the previous intense use of the site for a number of commercial and residential units. The impact upon residential amenity is considered to be moderate.

Impact on the highway network and highways standards

The site is positioned along Barnsley Road within the local centre of Cudworth opposite the Market Place/Barnsley Road priority junction. A row of seven terraced properties known as 'The Crescent' make up the site, there is an existing vehicular access point located centrally along the site frontage. The access passes between two properties and is built-over; it is narrow and, given that the site is positioned on the inside of a pronounced bend in the road, both pedestrian and vehicular visibility is substandard.

The proposals include the demolition of all buildings within the site and the removal of the substandard access; the redevelopment of the site would see the creation of a public open space including raised planters, paved areas and seating. The scheme allows for the provision of a footway of increased width along much of the site frontage which also improves forward visibility around the bend for drivers travelling along Barnsley Road.

It is proposed to create a new vehicular access point in the south-west corner of the site in order to allow Northern Power Grid to access the adjacent electricity substation for maintenance purposes. A swept path manoeuvre demonstrates that a 3.5t Panel Van can turn within the site which enables access and egress in a forward gear. To prevent unauthorised vehicles from entering the site, the vehicular access is shown to have removable bollards which are set back a sufficient distance to allow a maintenance vehicle to pull clear of the carriageway whilst the bollards are removed.

Additional details have been provided during the course of the application to clarify the maintenance arrangements for the site including the size and type of vehicles to be used.

The Highways Officer has been consulted with the additional information and states: It is suggested that a 3.5t Transit tipper type vehicle would be used for the maintenance of the clock tower, planting and public realm; these vehicles typically have a length that ranges between 5.5m to 6.1m dependent upon the vehicle model. As such, the removable bollards are set back a sufficient distance to allow maintenance vehicles to pull up to the bollards without overhanging the carriageway of Barnsley Road.

Whilst the bollards are being removed/replaced, it is accepted that a waiting maintenance vehicle would be at least partly blocking the footway, however, a continuous safe route for pedestrians would remain available through the public open space. With regard to the second row of removable bollards towards the north-east corner of the site, it has been clarified that

this is not to be a vehicular access and an extension to the existing dropped kerb is therefore not required. The proposals are considered acceptable from a perspective subject to conditions.

The weight given to the Highway improvements as the result of the proposal is considered to be significant.

Ecology

A PEA and bat survey report have been provided to support the application. The daytime PRA indicates that the building has low potential to support roosting bats due to the presence of potential roosting features. The dusk survey recorded very low numbers of common pipistrelle and no bats were observed to emerge from the building. 10 surveyors were present and night vision aids were used to supplement the survey, this is in line with the BCT guidance.

The Ecology Officer is content with the findings of the reports and has no objection to the proposal, which comprises an urban park and public open space. However, to ensure no net loss of potential bat roosting and bird nesting habitat, a minimum of two bat and bird boxes should be located on, or within proximity to the proposal site. The proposal is acceptable in terms of impact upon Biodiversity in accordance with Local Plan Policy BIO1. The impact upon Biodiversity is therefore considered to be moderate.

Impact on Drainage and Flood Risk

The site is located within Flood Zone 1, denoting a low risk of flooding as classified by the Environment Agency. Yorkshire Water and the Drainage Officer have been consulted and have no objections to the proposal subject to conditions. All proposed drainage features will conform to the approved drainage design, ensuring surface water is managed effectively and safely.

PLANNING BALANCE & CONCLUSION

The proposal involves the formation of a new community public open space. The site is located centrally within the District Centre of Cudworth and is accessible by walking, cycling and public transport, in compliance with Local Plan Policy I2. The proposed use is also an appropriate use in the District Centre, which would support and enhance the existing centre. The proposal would be of significant benefit to the community and visual amenity of the area in accordance with the Local Plan and the NPPF.

RECOMMENDATION

Approve subject to conditions

MEMBERS RESOLVE TO GRANT PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT SUBJECT TO THE CONDITIONS BELOW

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 amended plans (Nos. Soakaway Report dated 26.02.26, Design and Access Statement dated 07.11.25, Drainage Statement dated 31.10.25, Bat Survey dated 08.08.25, Geo-Environmental Report dated 22.08.25, SUDs Report dated 31.10.25, Preliminary Roost Assessment dated 10.07.25, BC2501.4-APS-XX-00-DR-A-002 Rev P4, BC2509-APS-90-XX-DR-C-2000 Rev P02, BC2509-APS-90-XX-DR-C-7400 Rev P02, BC2509-APS-90-XX-DR-C-3300 Rev P02, BC2509-APS-90-XX-DR-C-7100 Rev P02, BC2501.4-APS-ZZ-ZZ-DR-A-004 Rev P3, BMBC-APS-ZZ-00-DR-A-000005 Rev P1, Location Plan) and specifications as approved unless required by any other conditions in this permission.

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

3. The development shall be carried out in accordance with the following additional biodiversity mitigation and enhancement measures. The measures listed below shall be implemented in full, prior to completion of the development, and full details including photographic evidence provided to the Local Planning Authority. The features shall thereafter be permanently retained.

At least 2 no. bat roosting, bird nesting and invertebrate boxes shall be installed in suitable locations within, or in proximity to the site.

Reason: In the interests of Biodiversity in accordance with Local Plan Policy BIO1, Biodiversity and Geodiversity.

4. The development shall be carried out in accordance with the details shown on the submitted plan, "Drainage Statement' BC2509-APS-92-XX-RP-C-1001-P01 (rev P01) prepared by Align, dated 31/10/25", unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of satisfactory and sustainable drainage in accordance with Local Plan Policy POLL1.

5. No works shall take place, 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 period of engineering operations and construction.

The Statement shall provide for:

- i The parking of vehicles of site operatives and visitors;
- ii means of access for construction traffic
- iii. Loading and unloading of plant and materials;
- iv. Storage of plant and materials used in constructing the development;
- v. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- vi. Wheel washing facilities, or other measures to prevent debris;
- vii. Details of the provision of an on-site water supply or water storage facility;
- ix Measures to control the emission of dust and dirt during construction;
- viii Measures to control noise emissions during construction;

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

6. No development works shall begin until a report, endorsed by a competent engineer experienced in ground contamination and remediation, has been submitted and agreed with the Local Planning Authority. The report shall, amongst other matters, include the following:-
- A survey of the extent, scale and nature of contamination.
 - An assessment of the potential risks to human health, property, adjoining land, groundwaters and surface waters, ecological systems and archaeological sites and ancient monuments.
 - An appraisal of remedial options, and proposal of the preferred option(s).
 - A remediation statement summarising the works to be undertaken (if required).
- The development shall thereafter be undertaken in full accordance with the submitted report. For further information, see BMBC's Supplementary Planning Guidance 28, "Developing Contaminated Land".

Reason - To protect the environment and ensure the site is suitable for the proposed use in accordance with Local Plan Policy POLL1."

7. During construction or demolition works, activity shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays

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

8. Prior to the development being brought into use, all areas to be used by vehicles shall be laid out in accordance with the approved plan and must be properly consolidated and hard surfaced and drained into the site and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

Reason: To ensure that there are adequate access facilities to serve the development which are constructed to an acceptable standard; to ensure adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway; and to prevent the migration of loose material on to the public highway to the detriment of road safety and in accordance with Local Plan Policy T4 New Development and Transport Safety.

9. The service/maintenance vehicle manoeuvring facility, as indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the access and manoeuvring of service/maintenance vehicles prior to the development being brought into use, and shall be retained for said purposes at all times.

Reason: To ensure that satisfactory access and manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Local Plan Policy T4 New development and Transport Safety.

10. Vehicular and pedestrian areas within the site shall not exceed a gradient of 1:12.

Reason: In the interests of the safety of persons using the public realm and users of the highway in accordance with Local Plan Policy T4 New Development and Transport Safety.

11. Any redundant vehicular accesses shall be reinstated as full height kerb (and footway) prior to the development being brought into use.

Reason: In the interests of highway safety and in accordance with Local Plan Policy T4 New Development and Transport Safety.

12. Prior to the development being brought into use, the scheme for the provision of removable bollards shall be fully implemented and thereafter retained and maintained in good working order for the lifetime of the development.

Reason: To ensure that satisfactory access arrangements are provided, in the interests of highway safety and in accordance with Local Plan Policy T4 New development and Transport Safety.

13. Prior to commencement of development, a Remediation Scheme to address any contamination risks for the intended use, shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not pose unacceptable risks to end users.

Reason: To protect the environment and ensure the site is suitable for the proposed use in accordance with Local Plan Policy POLL1.

14. Prior to the use of the site a Validation Report (that demonstrates the effectiveness of the remediation carried out) must be submitted to and agreed by the Local Planning Authority.

Reason: To protect the environment and ensure the site is suitable for the proposed use in accordance with Local Plan Policy POLL1.