



Land and Development Practice
CHARTERED TOWN PLANNERS & SURVEYORS

SUPPORTING STATEMENT

**PLANNING APPLICATION FOR THE VARIATION OF CONDITION 10 TO
DELETE THE REQUIREMENT FOR A WHEEL WASH
OF PLANNING PERMISSION 2011/0604 DATED 6 DECEMBER 2011.
AT WHALEY ROAD, LOW BARUGH, BARNSELY**

**SUBMITTED ON BEHALF OF
S I WORDSWORTH PROPERTIES,
230 CUMBERWORTH LANE, DENBY DALE,
HUDDERSFIELD, HD8 8PR.**

JULY 2012



LDP Planning is a trading name of CSL Planning and Surveys LLP which is a Limited Liability Partnership registered in England and Wales
(Registered Number OC365157)
1 Horsefair, Wetherby, Leeds, LS22 6JG. Tel: 01937 588833, Fax: 01937 580358, Web: www.ldpplanning.co.uk, Email: email@ldpplanning.co.uk



- 1.1 We are instructed by SI Wordworth Properties to prepare a Planning Statement to accompany a Section 73 application to vary condition 10 of planning permission 2011/0604 dated 6 December 2011 at the Wordsworth Crushing Recycling Facility, Whaley Road, Low Barugh, Barnsley. The location of the Site is shown on Drawing 7015A/04C.
- 1.2 The condition states:
“Within 1 month of the date of this permission, a scheme shall be submitted to, and approved in writing by, the WPA, identifying measures to be taken to ensure that all vehicles leaving the site are in such condition as not to leave dust, slurry or mud on the highway. The scheme shall include the provision of wheel wash facilities, including timescale for installation, to be used by all vehicles entering and leaving the site. The development shall thereafter be undertaken in accordance with the details of the approved scheme. Notwithstanding such arrangements, should any material nevertheless be accidentally deposited on the public highway, the operator shall immediately remove such material.”
- 1.3 The stated reason was “In the interests of highway safety and to minimise dust emissions to surrounding premises and to accord with PPS10, CSP26 and CSP40, and policies ED4, WD3 and WD4 of the UDP”.
- 1.4 The desired amendment is the deletion of the sentence “The scheme shall include the provision of wheel wash facilities, including timescale for installation, to be used by all vehicles entering and leaving the site.”
- 1.5 The reason for the deletion of this sentence is that a wheel wash is not an essential measure in ensuring that all vehicles leaving the site are in such condition as not to leave dust, slurry or mud on the highway. There are other means of preventing the deposit of dust, slurry or mud on the highway that are just as effective as a wheel wash and would cause fewer additional environmental problems.
- 1.6 The primary cause of muck being tracked out onto the highway is dust/slurry picked up on road-going lorry wheels and bodies as the lorries travel around the site. The use of water to clean vehicle bodies can frequently make conditions worse as it is not possible to install sealed high pressure washers on sites like this due to the costs involved and the risk of vandalism.

- 1.7 The site boundary is not secure and the location of a wheel wash at the point of access onto the surfaced highway would be some distance from the site offices. The risk of vandalism would be ever present outside working hours. The cost of secure fencing in addition to the purchase of a wheel wash would be prohibitive, and the potential constant repair of the fencing and the wheel wash would be a significant concern.
- 1.8 There are measures to which can be taken to prevent lorry wheels and bodies picking up dust and slurry whilst on site. It is therefore proposed to construct a raised roadway as shown on drawing 7015A/04D attached. The roadway will be raised above ground level and will be constructed with rolled crushed secondary aggregate surfaced with road plannings if available. A turning leg will be provided on which the lorries can stand whilst being loaded and they will tip off whilst standing on the roadway.
- 1.9 Site mobile plant will be forbidden from travelling along or across the raised roadway in order to prevent the surface from being contaminated. The raised roadway will be maintained with a level surface, clean of dust and slurry.
- 1.10 Lorries travel to and from the site along 180m of metalled road to and from Whaley Road, the latter being the public highway. In the event that dust, slurry or mud are deposited either on Whaley Road or the metalled access, a road sweeper will be deployed to clean the road. If necessary, deleterious materials will be removed from the metalled road surfaces by hand using a brush. The cause of such deposit will be investigated immediately and measures taken to ensure that such deposit ceases.
- 1.11 A water bowser will be kept on site to ensure that running areas and roadways are damped down to prevent dust blow. Mist sprays are already installed at strategic points around the site, including on the access to the surfaced highway.
- 1.12 The site foreman is responsible for daily monitoring of site conditions, including whether dust is blowing beyond the site boundary, the condition of running areas and roadways and whether dust, slurry or mud are being deposited on the highway. The foreman will take immediate action to correct any deficiencies in site management including having the metalled road off Whaley Road and Whaley Road itself swept with a road sweeper.

- 1.13 A record will be kept in a site diary of instances of the deposit of dust, slurry or mud on to the public highway, together with any complaints received and the corrective action taken. The diary will be made available for inspection by the local planning authority on request.
- 1.14 It is suggested that if the proposed measures fail to deal with the problem of the deposit of dust, slurry or mud on to the public highway, then the provision of additional measures may be necessary. These can include the installation of a wheel wash, but only as a last resort, in the unlikely event that everything else has failed.