

Application Reference Number:		2026/0783.	
Application Type:		Advertisement Consent.	
Proposal Description:		Advertisement consent for fascia signage; totem signage; hanging signs and electronic screens.	
Location:		Unit 9, Dryden Road, Barnsley, S71 1JE.	
Applicant:		BKUK.	
Third-party representations:	None.	Parish:	
		Ward:	Central.

Summary: Development that comprises the erection of signage is considered acceptable in principle if it would be appropriate in its scale and respectful of the local character. Any proposal would also be expected to demonstrate that it would not be likely to result, directly or indirectly, in an increase in light or other pollution which would unacceptably affect or cause nuisance to the natural and built environment or to people. In this instance, this proposal is considered acceptable in respect of its potential impacts on visual amenity, residential amenity, health and pollution control, and highway safety in accordance with NPPF Policies DP3, P3, and TR4, and Local Plan Policies D1, GD1, POLL1 and T4, and is attributed substantial, significant and moderate weight in favour, in accordance with national decision-making policies and planning judgement. The benefits of approving this development would not be substantially outweighed by any adverse effects, when assessed against the national decision-making policies, to otherwise justify a refusal in accordance with NPPF Policy S4. For the reasons given above, and taking all other matters into consideration, this proposal conforms with all relevant national and local planning policies and supplementary guidance. Planning permission should therefore be granted subject to the necessary condition(s) without delay in accordance with NPPF Policy S3(1)(c). Recommendation: APPROVE subject to conditions.
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Site Description

This application relates to an existing drive thru unit formerly occupied by Popeyes UK located on Dryden Road within Barnsley Retail Park (Peel Centre). The application unit is located adjacent to the junction of Dryden Road with Harborough Hill Road. There is a large totem sign at this junction which provides access to the retail park. Adjacent to this is an existing free standing sign comprising a steel frame and interchangeable banner advertisement associated with the former Popeyes UK occupation. All previous signage associated with the former Popeyes UK occupation has been removed from the application unit with only faint impressions or associated infrastructure on the roof remaining. The surrounding area is principally commercial in nature with surrounding commercial premises benefiting from various non-illuminated and illuminated signage of varying scale and appearance.



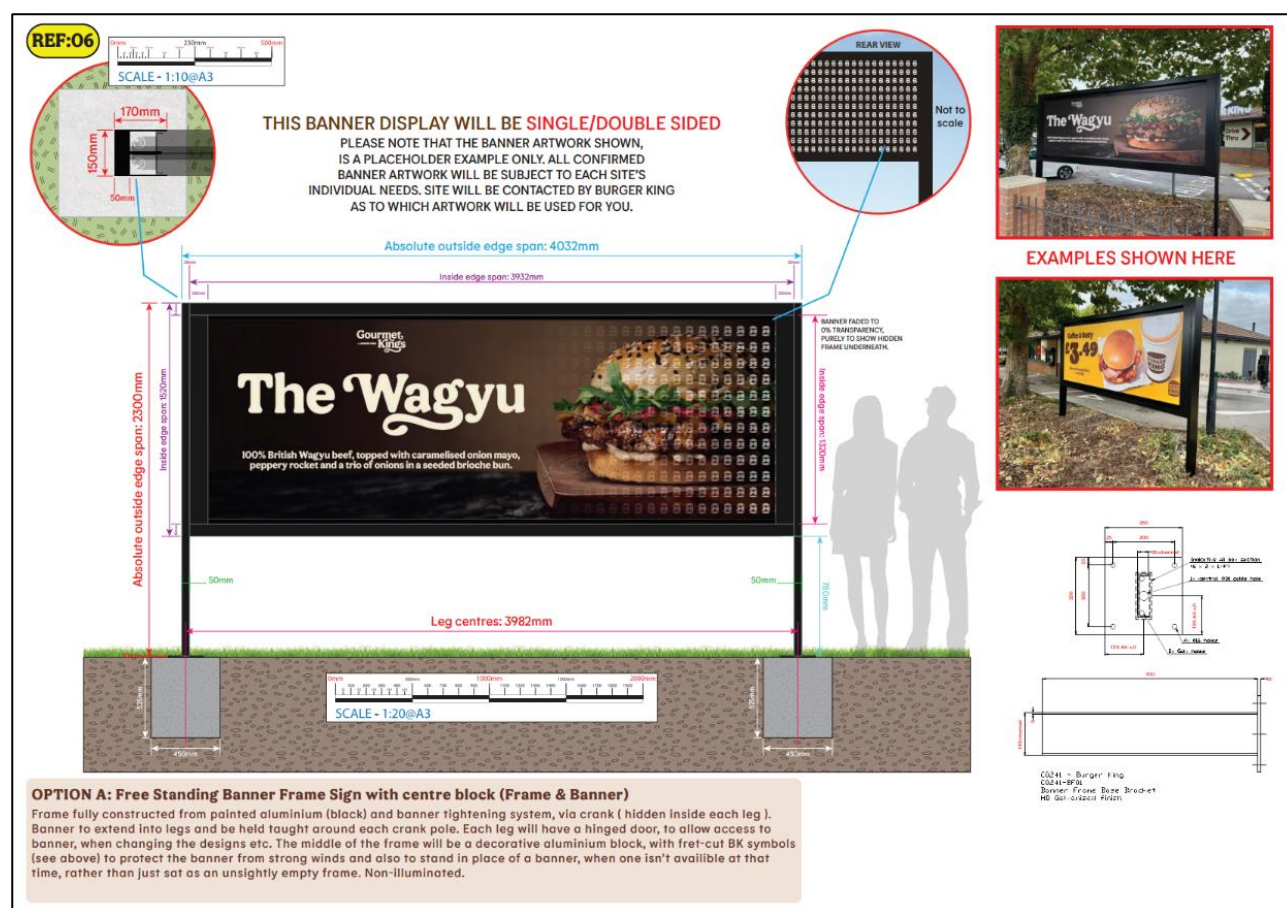
Planning History

B/04/0020/BA	Erection of a single-storey (A3 Use) Pizza Hut Restaurant.	Approved.
2016/0716	Display of 4 no. internally illuminated fascia signs, 2 no. internally illuminated hanging signs and 2 no. internally illuminated signs, 1 no. non illuminated sign to shop, LED tubing and recessive downlighters.	Approved.
2020/1222	Application to certify that the existing use of the building is as a restaurant, being a use that falls within Class E is lawful.	Lawful Development Certificate – Granted.
2021/0542	Alterations to the building elevations including minor infilling, creation of a new drive-thru lane with associated facilities, alterations to the car parking layout and associated works.	Approved.
2021/1194	Proposed subdivision and change of use from Class E Restaurant use to dual use for either Class E use or Sui Generis tanning shop within new unit 9A so that the existing (class E) use of the site remains protected.	Approved.
2023/0177	Variation of conditions 2 (approved plans), 10 (facing bricks) and 11 (colour finish of the roof, windows, doors and walls other than brickwork) in relation to planning application 2021/0542 to amend the external materials and layout - Alterations to the building elevations including minor infilling, creation of a new drive-thru lane with associated facilities, alterations to the car parking layout and associated works.	Approved.
2023/0640	Display of various illuminated and non-illuminated advertisements on the building and free standing ones serving the associated drive thru.	Approved.

Proposed Development

This application seeks advertisement consent for the installation of fascia signage; totem signage; hanging signs and electronic screens.

A replacement free-standing sign with interchangeable banner advertisement would be installed to the west of the application unit on a vegetated embankment adjacent to the junction of Dryden Road with Harborough Hill Road. This sign would measure approximately 4.0 metres (W) x 0.15 metres (D) x 2.3 metres (H) and the frame would be constructed of aluminium painted black. This sign would be non-illuminated (Ref:06).



Proposed signage on the south elevation of the application unit would comprise:

A non-illuminated wall-mounted tray panel directional sign constructed from aluminium, powder coated grey and with white vinyl decoration for delivery pick-up drivers' window. This sign would measure approximately 0.8 metres (W) x 0.6 metres (H) (Ref:07);

An illuminated drive thru lane indicator sign constructed from aluminium, powder coated brown and with an acrylic face illuminated in white with a maximum illuminance level of 300cd/m². This sign would measure approximately 2.3 metres (W) x 0.08 metres (D) x 0.97 metres (H) (Ref:08);

An illuminated moulded Burger King logo fascia sign comprising a coloured acrylic logo house inside a silver painted aluminium frame and internally illuminated white with a maximum illuminance level of 300cd/m². This sign would measure approximately 1.66 metres (W) x 1.8 metres (H) (Ref:09);

An illuminated 'Flame Grilling Since 1954' letterset fascia sign constructed from aluminium, powder coated silver and with opal acrylic faces in white and internally illuminated white with a maximum

illuminance level of 300cd/m². This sign would measure approximately 7.4 metres (W) x 0.08 metres (D) x 0.4 metres (H) (Ref:10); and

A non-illuminated painted crown and 'Your Way' external wall graphic painted directly onto a white wall measuring approximately 3.5 metres (W) x 1.8 metres (H) (Ref:11).

Proposed signage on the west elevation of the application unit would comprise:

An illuminated roof-mounted Burger King logo and letterset sign comprising built up letters housed inside silver painted aluminium frames with white and/or red acrylic faces. This sign would be internally illuminated with a maximum illuminance level of 300cd/m². This sign would measure approximately 5.9 metres (W) x 0.08 metres (D) x 0.8 metres (H) (Ref:12 and Ref:13); and

A non-illuminated media printed crown and 'Your Way' window graphic (Ref:14).



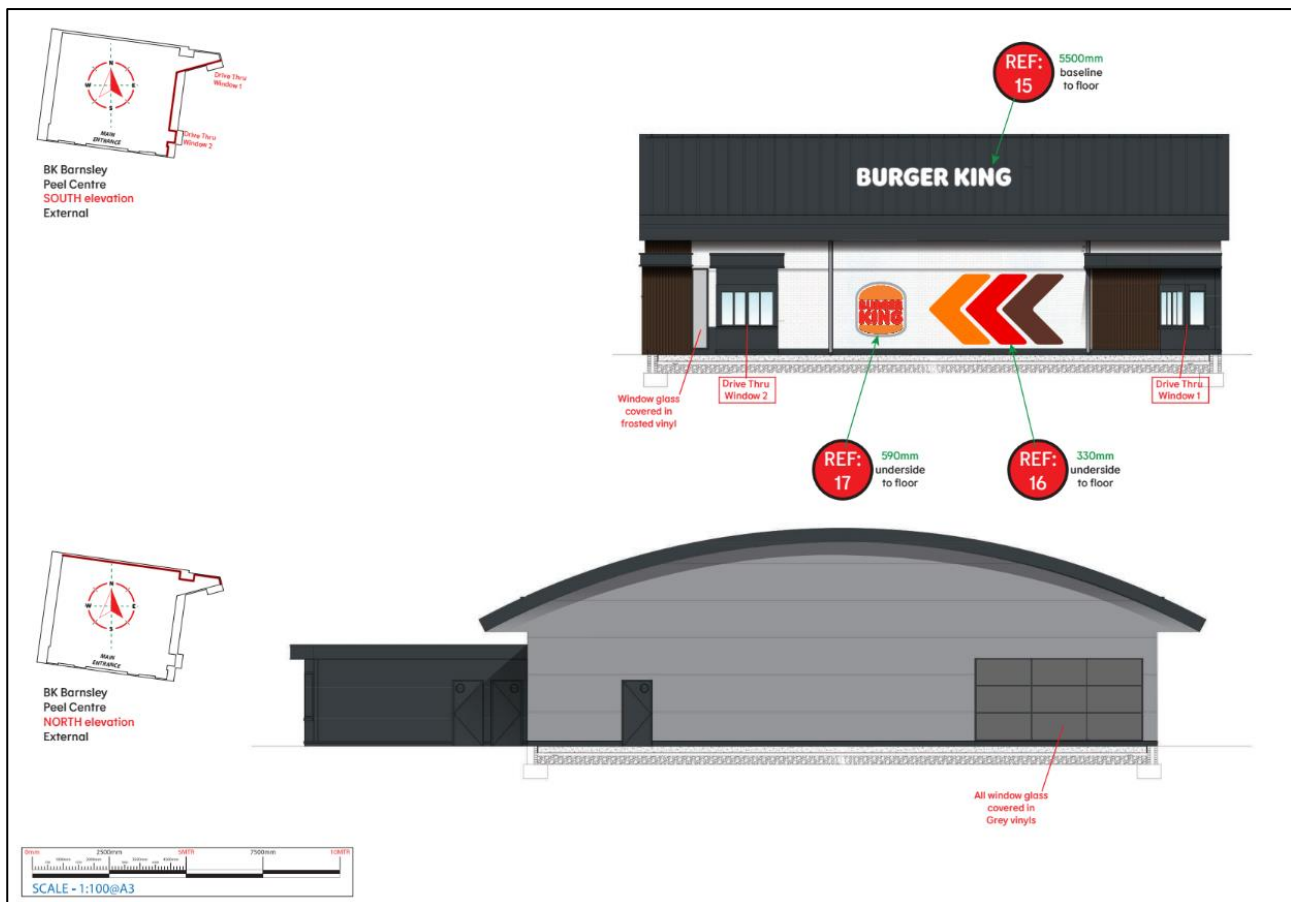
Proposed signage on the east elevation of the application unit would comprise:

An illuminated roof-mounted Burger King letterset comprising built up letters housed inside silver painted aluminium frames with white and/or red acrylic faces. This sign would be internally illuminated with a maximum illuminance level of 300cd/m². This sign would measure approximately 5.0 metres (W) x 0.08 metres (D) x 0.6 metres (H) (Ref:15);

A non-illuminated wall-mounted drive thru indicator sign constructed from acrylic. This sign would measure approximately 4.4 metres (W) x 2.3 metres (H) (Ref:16); and

An illuminated moulded Burger King logo fascia sign comprising a coloured acrylic logo house inside a silver painted aluminium frame and internally illuminated white with a maximum

illuminance level of 300cd/m². This sign would measure approximately 1.66 metres (W) x 1.8 metres (H) (Ref:17).

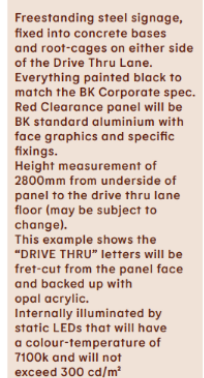
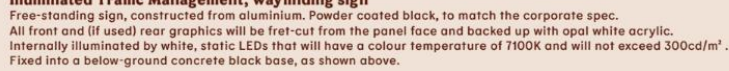


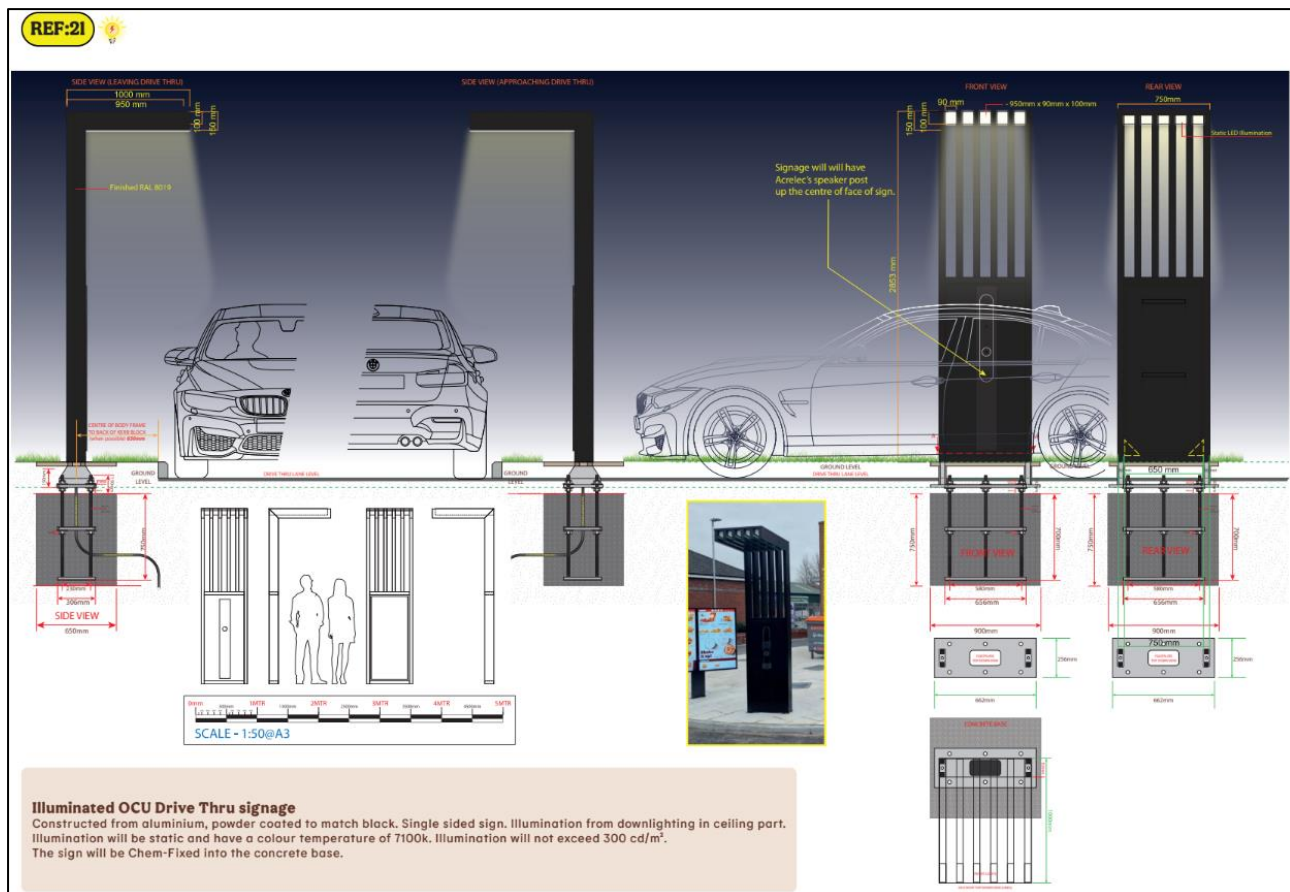
A free-standing illuminated traffic management and wayfinding sign constructed from aluminium, powder coated black with fret-cut lettering internally illuminated in white with a maximum illuminance level of 300cd/m². This sign would be installed adjacent to an existing bin store to the north-east within the development site and would measure approximately 0.67 metres (W) x 0.09 metres (D) x 1.0 metre (H) (Ref:18).

A free-standing illuminated gantry-style height restrictor would be installed to the start of the drive thru lane to the north-east within the development site. The frame would be constructed of steel and painted black. It would feature a 'Drive Thru' sign with white fret-cut lettering internally illuminated in white with a maximum illuminance level of 300cd/m². It would also feature a suspended clearance panel constructed from aluminium and powder coated red with white vinyl text. This would measure approximately 5.8 metres (W) x 0.15 metres (D) x 3.5 metres (H) (Ref:19).

A free-standing illuminated single screen pre-reader menu sign in black would be installed on the north side of the drive thru and would measure approximately 0.73 metres (W) x 0.41 metres (D) x 2.0 metres (H). It would have a static display with a maximum illuminance level of 600cd/m² (and 300cd/m² after dark) (Ref:20).

A free-standing illuminated order confirmation unit (OCU) in back would be installed on the north side of the drive thru and would measure approximately 0.75 metres (W) x 1.0 metre (D) x 2.9 metres (H). Illumination would be from downlighting with a maximum illuminance level of 300cd/m² (Ref:21).

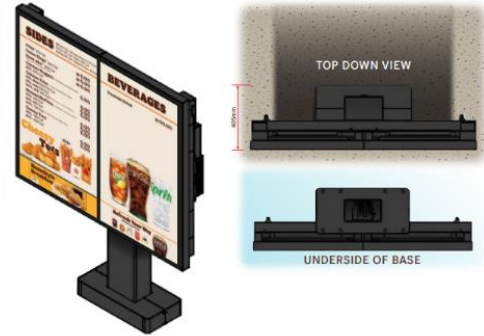




A free-standing illuminated two screen menu sign in black would be installed on the north side of the drive thru and would measure approximately 1.46 metres (W) x 0.4 metres (D) x 2.0 metres (H). It would have a static display with a maximum illuminance level of 600cd/m² (and 300cd/m² after dark) (Ref:22).

A free-standing non-illuminated 'Thank You' and 'No Entry' sign would be installed at the drive thru exit and would comprise aluminium disc signs attached to a post and each faced and decorated in reflective vinyls.

REF:22



IMPORTANT NOTE: These items will be supplied & installed by others.

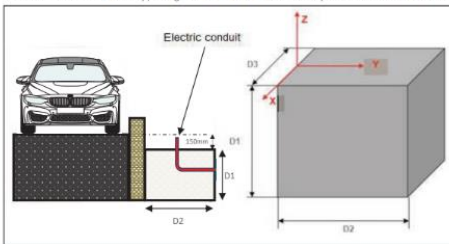


D49 - D55 Installation Prerequisites Requirements



4.2.1.3 Concrete block

Construction of the concrete supporting the DMB is at the customer's expense. The need of a concrete base is mandatory



The concrete base should be built with the dimension below
Recommended dimensions:

- [D3] minimum length: 650 mm
- [D2] Width: 1000 mm
- [D1] Height: 400 mm

Concrete at 350kg/m³ – Cement CPJ45

The floor must support a pressure of 2 Bars (162daN/m) minimum

BK Drive Thru Two-Screen Menu sign

The Menu has static page displays with a brightness of 600cd/M² and will have auto brightness controls. After dark, max illumination will be 300cd/M²

Amount: x1

Size ref:

As per manual

Supplied/installed

by others

Final height

As per manual

REF:23

650mmØ



650mmØ



Approx. 1200mm to disc centre or reasonable distance, so that it can be easily seen by the driver.

New "Thank You" & "No Entry" sign for Drive Thru exit

Aluminium disc signs, each face decorated in reflective vinyls, attached to post with sign-fix kit.

Non-illuminated.

Relevant Policies

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires development 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 was adopted in January 2019 and is accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies which are a material consideration in the decision-making process.

The Local Plan review was approved at a full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering on 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, which is due to take place in 2027, or earlier, if circumstances require it.

Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in the NPPF should be given very limited weight. The only exception to this is where they have been examined and adopted or made against the NPPF (August 2026). Other development plan policies should not be given reduced weight simply because they were adopted prior to the publication of the NPPF (August 2026).

The development site located in the Urban Barnsley settlement and is allocated as land within The Peel Centre retail park in the adopted Local Plan.

The following Local Plan policies are therefore relevant in this case:

- *Policy SD1: Presumption in favour of Sustainable Development.*
- *Policy D1: High Quality Design and Place Making.*
- *Policy GD1: General Development.*
- *Policy POLL1: Pollution Control and Protection.*
- *Policy T4: New Development and Transport Safety.*

Supplementary Planning Guidance

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty-eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The following SPDs are relevant in this case:

- *Advertisements (Adopted May 2019).*

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

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

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF, 2026) sets out the overarching planning framework for England. It has replaced the previous version published in December 2024 and introduced a revised structure comprising national decision-making policies organised by policy code rather than paragraph number in the main body of the NPPF. Paragraph 1 confirms that the NPPF is a material consideration of critical importance for making decisions on development proposals in England.

Paragraph 15 confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and NPPF Policy S3 sets out a presumption in favour of sustainable development, with paragraph 17 setting out the three overarching objectives of sustainable development: economic, social and environmental. Relevant policies have been taken into account throughout the assessment of this application according to the issues raised by the proposal.

The following NPPF sections and NPPF policies are relevant in this case:

Section 3: Decision-making policies

- *DM3: Determining development proposals.*
- *DM6: Use of planning conditions and obligations.*
- *DM7: Relationship with other regulatory regimes.*

Section 4: Achieving Sustainable development

- *S3: Presumption in favour of sustainable development.*
- *S4: Principle of development within settlements.*

Section 14: Achieving well-designed places

- *DP3: Key principles for well-designed places.*

Section 15: Promoting sustainable transport

- *TR3: Locating development in sustainable locations.*
- *TR4: Street design, access and parking.*
- *TR6: Assessing transport impacts.*

Section 17: Pollution, public protection and security

- *P3: Living conditions and pollution.*

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 this guidance into account when taking decisions.

Representations

This planning application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015 (as amended).

Any neighbour sharing a boundary with the site has been sent written notification and the application has been advertised on the Council website.

A site notice was posted nearby which expired 16th October 2026.

No representations were received.

Consultations

Local Ward Councillors	<i>No comment(s) received.</i>
Highways Development Control	<i>No objection(s).</i>

Planning Assessment

For the purposes of considering the balance in this application, the following planning weight is referred to in this report using the following scale unless the NPPF establishes a specific weight:

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

Principle of Development

NPPF Policy S3(1): Presumption in favour of sustainable development establishes that decisions on development proposals should apply a presumption in favour of sustainable development. This means that NPPF Policy S4 should be applied when considering development proposals within settlements; and in all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in the NPPF should be approved without delay.

In this instance, the development site is located within the Urban Barnsley settlement and therefore NPPF Policy S4 is applicable.

NPPF Policy S4(1): Principle of development within settlements establishes: Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework (NPPF).

Development that comprises the erection of signage is considered acceptable in principle if it would be appropriate in its scale and respectful of the local character. Any proposal would also be expected to demonstrate that it would not be likely to result, directly or indirectly, in an increase in light or other pollution which would unacceptably affect or cause nuisance to the natural and built environment or to people.

Considering the above, the principle of development is considered acceptable subject to an assessment of the following matters.

Impact on Visual Amenity

NPPF Policy DP3(1): Key principles for well-designed places establishes development proposals should respond to their context so that they integrate with and enhance their surroundings. This should not preclude innovation or change where appropriate.

NPPF Policy DP3(3) establishes that substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals.

Local Plan Policy D1: High Quality Design and Placemaking, establishes support would be given to development if proposals would achieve a high quality of design and would respect, take advantage of, and reinforce the distinctive local character and features of Barnsley.

The proposed replacement free-standing sign with interchangeable banner advertisement that would be installed to the west of the application unit on a vegetated embankment adjacent to the junction of Dryden Road with Harbrough Hill Road would replace an existing sign of a similar type and scale in this location.

The proposed non-illuminated and illuminated fascia, wall-mounted and roof-mounted signage and external wall and window graphics would replace previous signage of a similar, type, scale and placement on the application unit as seen on available Google Street View imagery. The proposed replacement signage would be limited to what is necessary to identify the premises and would adopt a restrained maximum illuminance level that would be appropriate for a commercial setting.

The proposed illuminated free-standing traffic management and wayfinding signs and digital display screens and downlit order confirmation unit would replace previous signs and structures of a similar, type, scale and placement within the development site as seen on available Google Street View imagery and as approved under application 2023/0640. This proposal would see a reduction of such signage and structures compared to the previous approval.

The proposed approach overall would introduce a cohesive and harmonious scheme to reflect a change in corporate branding. This proposal is not considered to result in an overtly aggressive commercial appearance when viewed within the context of surrounding commercial premises and associated signage and other advertisements. As such, this proposal is considered to accord with NPPF Policy DP3, Local Plan Policy D1 and the Council's adopted design guidance within the Advertisements SPD.

NPPF Policy DP3(3) establishes that substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals.

Substantial weight is therefore attributed to compliance with NPPF Policy DP3, Local Plan Policy D1 and the Council's adopted design guidance within the Advertisements SPD in favour of this proposal and its approval.

This proposal is therefore considered to comply with NPPF Policy DP3: Key principles for well-designed places and Local Plan Policy D1: High Quality Design and Placemaking and is considered acceptable regarding its potential impact on visual amenity.

Impact on Residential Amenity, Health and Pollution Control

NPPF Policy P3(1): Living conditions and pollution establishes: Development proposals should be appropriate for their location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, whether these effects are on or off-site; and whether this is as a result of the development itself or the product of preexisting conditions in its vicinity. Within this context development proposals should accord with NPPF Policy P3(2) (a-f) where applicable.

Local Plan Policy GD1: General Development, indicates that support will be given to development if there will be no significant adverse impact on the living conditions and residential amenity of existing and future residents, and the development would be compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land.

Local Plan Policy POLL1: Pollution Control and Protection, establishes that support will be given to development if it is demonstrated that proposals would not be 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 nuisance to the natural and built environment or to people.

The proposed new and replacement signage would adopt a restrained maximum illuminance level within an area that is principally commercial in nature. The nearest residential properties are located approximately between 39-50 metres to the north and are screened by an existing dense area of trees and vegetation. In addition, no signage would be installed on the north elevation of the application unit which faces towards these properties. As such, it is not anticipated that this proposal would contribute to significant light pollution impacts beyond those of the previous approved signage scheme or that may otherwise be detrimental to the amenity of nearby residents.

Considering the above, this is considered to weigh significantly in favour of this proposal and its approval.

This proposal is therefore considered to comply with NPPF Policy P3: Living conditions and pollution and Local Plan Policies GD1: General Development and POLL1: Pollution Control and Protection and is considered acceptable regarding its potential impact on residential amenity, health and pollution control.

Impact on Highways

NPPF Policy TR6(4): Assessing transport impacts establishes that development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

In this instance, the proposed signage would be installed on and within the curtilage of an existing drive thru unit within a retail park. The immediate surrounding area is principally commercial in nature with surrounding commercial premises benefiting from various non-illuminated and illuminated signage of various scale and design.

Highways Development Control colleagues were consulted; and it was stated that this proposal would change the signage associated with the drive thru from one business to another and the layout of the drive-thru facilities approved under application 2023/0640 would remain unchanged. Provided that the Traffic Signs Regulations and General Directions (TSRGD) style unbranded signs advising drivers of the entry and exit system would remain in place as shown on the approved plans under application 2023/0640, then there would be no issues from a highways perspective. As such, Highways Development Control raised no objections.

The Agent acting on behalf of the Applicant has confirmed that the existing TSRGD-style unbranded signs advising drivers of the entry and exit system would be retained.

This proposal is therefore considered to accord with NPPF Policy TR4 and Local Plan Policy T4. It is not considered that this proposal would have a severe impact on the transport network (in terms

of capacity and congestion, including cumulative impacts) or an unacceptable impact on highway safety to otherwise justify a refusal in accordance with NPPF Policy TR6.

Considering the above, this is considered to weigh moderately in favour of this proposal and its approval.

This proposal is therefore considered to comply with NPPF Policy TR4: Street design, access and parking, and Local Plan Policy T4: New Development and Transport Safety and is considered acceptable regarding its potential impact on highway safety.

Planning Balance and Conclusion

In accordance with the provisions of NPPF Policy S3 and Local Plan Policy SD1 this proposal is considered within the context of the presumption in favour of sustainable development.

Development that comprises the erection of signage is considered acceptable in principle if it would be appropriate in its scale and respectful of the local character. Any proposal would also be expected to demonstrate that it would not be likely to result, directly or indirectly, in an increase in light or other pollution which would unacceptably affect or cause nuisance to the natural and built environment or to people.

In this instance, this proposal is considered acceptable in respect of its potential impacts on visual amenity, residential amenity, health and pollution control, and highway safety in accordance with NPPF Policies DP3, P3, and TR4, and Local Plan Policies D1, GD1, POLL1 and T4, and is attributed substantial, significant and moderate weight in favour, in accordance with national decision-making policies and planning judgement.

The benefits of approving this development would not be substantially outweighed by any adverse effects, when assessed against the national decision-making policies, to otherwise justify a refusal in accordance with NPPF Policy S4.

For the reasons given above, and taking all other matters into consideration, this proposal conforms with all relevant national and local planning policies and supplementary guidance.

Planning permission should therefore be granted subject to the necessary condition(s) without delay in accordance with NPPF Policy S3(1)(c).

RECOMMENDATION: Approve subject to conditions.

Justification

Statement of compliance with Article 35 of the Town and Country Development Management Procedure Order 2015.

It has not been necessary to make contact with the applicant to request amendments to the proposal during the consideration of the application, as it was deemed acceptable.

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering representations, the determination of the application and the resulting recommendation. It is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.

Conditions:

1. The development hereby permitted shall be carried out strictly in accordance with the approved plans:

OS Map.

Proposed Map.

Drive Thru Proposed.

14212 Rev. 6 produced by L and G Signs and dated 16th September 2026.

and specifications as approved unless required by any other conditions in this permission.

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

2. The external materials shall match those specified by the approved document(s) listed above.

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

3. The advertisements hereby permitted (Ref:08; Ref:09; Ref:10; Ref:12; Ref:13; Ref:15; Ref:17; Ref:18; Ref:19; and Ref:21) shall not exceed the proposed maximum illuminance levels of 300 cd/m².

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policies D1: High Quality Design and Place Making and POLL1: Pollution Control and Protection.

4. The advertisements hereby permitted (Ref:20 and Ref:22) shall not exceed the proposed maximum illuminance levels of 600 cd/m² or 300 cd/m² after dark.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policies D1: High Quality Design and Place Making and POLL1: Pollution Control and Protection.

Informative(s):

1. The granting of planning permission does not in any way infer that consent of the landowner is given. Therefore, the consent of all relevant landowners is required before proceeding with any development, including that of the Council as landowner.

If it should transpire that the applicant does not own any of the land included in this consent, then it is the responsibility of the applicant to seek all necessary consents and approvals of the landowner.

2. It is recommended that measures are taken to prevent a nuisance/ or effect the quality of life of local residents. Please note that the Council's Pollution Control Team have a legal duty to investigate any complaints about noise, smoke or dust. No waste should be burnt. If a statutory nuisance is found to exist, they must serve an Abatement Notice under the Environmental Protection Act 1990. Failure to comply with the requirements of an Abatement Notice may result in a fine of up to £20,000 upon conviction in Magistrates' Court. It is therefore recommended that you give serious consideration to the steps that may be required to prevent a noise, dust or smoke nuisance from being created.
3. The applicant/contractor should note that to deposit mud/debris on the public highway, or anything which may cause a nuisance or possible danger to road users, is an offence under provisions of the Highways Act 1980.

4. There may be a requirement for an appropriate licence to cover any oversailing elements. It is therefore recommended that the applicant contacts the Street Works Team at the earliest opportunity to discuss this matter. The Street Works Team can be contacted on streetworks@barnsley.gov.uk or 01226 773555.