

P22-2888

8 August 2024

Helen Willows
Planning and Transportation Service
Planning and Building Control
Barnsley MBC
PO Box 634
Barnsley
S70 9GG

Application Reference: 2024/0373

Dear Helen,

Re: The proposed erection of building for glass recycling; storage bays; office building, canteen and mess, new vehicular/pedestrian/cycle access with gatehouse, weighbridges and associated works including landscaping at Stairfoot Brickworks, Wombwell Lane, Stairfoot, Barnsley, S70 3NS.

In response to the comments made during our meeting held on the 20th of June 2024 and the further comments made by statutory consultees, this letter details our response and outlines the further documents and plans submitted alongside.

The following documents and plans are submitted alongside this letter:

965-D5A-XX-XX-DR-A-0002-Existing_Site_Plan Rev.CO2

965-D5A-XX-XX-DR-A-0003-Proposed_Site_Plan Rev.CO2

965-D5A-XX-XX-DR-A-0005-Processing_Building_Proposed_Roof_Plan Rev.CO2

965-D5A-XX-XX-DR-A-0006-Processing_Building_Proposed_Elevations Rev.CO2

965-D5A-XX-XX-DR-A-0007-Processing_Building_Proposed_Sections Rev.CO3

Pavilion Court, Green Lane, Garforth, Leeds, LS25 2AF
T 0113 2878200 E Leeds@pegasusgroup.co.uk
Offices throughout the UK.

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales.
Registered Office: 33 Sheep Street, Cirencester, Gloucestershire, GL7 1RQ

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE



REH2023N00908-RAM-ELS-DR-LX-00012-Figure 4_Illustrative_Landscape_Mitigation_Plan
Rev.P01

REH2023N00908-RAM-RP-00022_LVIA_Technical_Note

REH2023N00908-RAM-RP-00023_Wireline_Technical_Note

Letter in response to Yorkshire Water Comments

Interim Travel Plan (Revised)

Transport Assessment (Revised)

Adjacent resident requesting for solid boundary fence

Potters have already agreed for a fence for the property owners (on Wombwell Lane, adjacent to site) – this fence would be constructed of wood to be more aesthetically pleasing, and act as an acoustic barrier.

We consider that such matters can be confirmed via a suitably worded planning condition.

Justification for building height

Following our meeting dated 20th June 2024, the design team has reviewed the height of the building and ways in which the internal equipment and overall operations can be reorganised. Consequently, the height of the building has been reduced to 15.7m above ground level (from that originally proposed at 19.7m above ground level). This accounts for the height of equipment to be located within the building, alongside 'working at height' buffers. See drawing ref. 965-D5A-XX-XX-DR-A-0006-Processing_Building_Proposed_Elevations Rev.CO2 for more details.

Additionally drawing ref. 965-D5A-XX-XX-DR-A-0007 Rev.CO3 outlines the internal processing dimensions and the lorry tipping height, in which justifies the 15.7m building height.

The building cannot be made any smaller, otherwise it will not be able to serve its intended purpose.

Further, we submit an addendum to the LVIA and accompanying wirelines, which demonstrate that the building height and overall massing would not be inappropriate to this locality and wider area.



Need to quantify the vehicle movements between 1am – 7am

See table 5.1 of the Transport Assessment in which outlines the proposed development operational vehicle trip profile.

Information on where the HGVs/material are coming from and where they are travelling to/being delivered

Customers:

- Bishop Aukland
- Goole
- Stirling
- Runcorn

Suppliers:

- | | | |
|------------------|---------------------|----------------------|
| • Skipton | • Stockport | • Bury |
| • Wrexham | • Wibsey | • Glossop |
| • Leeds | • Blackburn | • Platts Common |
| • Manchester | • Leicester | • Staffs |
| • Doncaster | • West Yorks | • Holmfirth |
| • Sowerby Bridge | • Lincoln | • Gildersome |
| • Gloucester | • Bradford | • Elland |
| • Hull | • Nottingham | • Mexborough |
| • Telford | • Halifax | • Derbyshire |
| • Merseyside | • Calderdale | • South Yorkshire |
| • Northampton | • Lancashire | • Chesterfield |
| • Sheffield | • Liverpool | • Darwen |
| • Lincolnshire | • Huddersfield | • Whitley |
| • Wakefield | • Ashton Under Lyne | • Batley |
| • Barnsley | • Ilkeston | • Rotherham |
| • West Midlands | • Kirk Sandall | • Sutton in Ashfield |
| • Mansfield | • Dewsbury | • Bulwell |
| • Heysham | • Cheshire | • Bolton |
| • Grimsby | • Derby | • Worksop |



- Rugby
- Scunthorpe
- Bootle
- Horncastle
- Brighouse
- Skegness
- Oldham
- Scarborough
- Yorkshire
- Boston
- Milnsbridge
- St Helens
- Burnley
- Crewe
- Yorks & Humber
- Kettering
- Redbrook
- Doncaster
- Prescott
- Sutton on the Forest
- Nottinghamshire
- Cleckheaton
- York
- Gateshead
- Birmingham
- Port Talbot

Due to commercial confidentiality the full details of both suppliers and customers cannot be provided.

Local plan policy T2 (safeguarding the railway line)

Supplementary Proposed Site Plan (ref. 965-D5A-XX-XX-DR-A-0017 – Rev.CO1) outlines the former location of the safeguarded railway line, with a 5825mm width (a typical width for such a line) centred on line to indicate the zone required for a single railway track plus clearances. As seen, this intersects the processing building, therefore the submitted plan demonstrates that with a slight northwards re-alignment to the railway line, the route is retained and would also avoid any proposed buildings but also maintains the location of where the safeguarded railway line enters and exists the site boundary. This proposal is therefore in line with Policy T2 in which states that *"where it is not possible to use the original alignment we will work with our delivery partners to identify any appropriate alternative routes"*.

Furthermore, our proposals safeguard not only the former railway line but also the Trans Pennine Trail that already runs along north of the site boundary. This is noted as the majority of the safeguarded railway line route is along the Trans Pennine Trail, which is an important transportation, recreational and environmental asset to not only Barnsley but all other local authorities along the 370-mile trail. This would clearly need realignment in the event of the railway line being brought forward, but not in this particular location.



Landscaping details

As part of the Landscape and Visual Impact Assessment Ramboll have prepared an outline landscape plan for the site, that was included as Figure 4 of the LVIA. This is appended herein. The landscape plan was prepared in collaboration with the project architects and highways consultant to respond to the site setting (in terms of planting proposals and the need to reinforce the Wombwell Lane edge), and also the visibility requirements for the junction on the Wombwell Lane (at 4.5m x 120m). The plan shows that to south of the site access junction planting within the visibility splay is only proposed to be grassland species whilst to the north of the junction the existing woodland is retained and reinforced with understorey planting. This is in accordance with the BMBC highways comments that 'this will need to be low level planting', and the existing conditions on Wombwell Lane. Furthermore, it is considered that the landscape plan provided within LVIA provides sufficient detail to demonstrate how landscaping would be delivered at the site would (including treatment to the exiting bunds) such that the detailed design of the landscaping could be secured by an appropriately worded planning condition. The amendment to the height of the development is accounted for within the LVIA addendum, which considers the landscaping itself.

Bund height/width/landscaping

Plan ref. 965-D5A-XX-XX-DR-A-0002-Existing_Site_Plan Rev.CO2 outlines the extent and height of the current earth bunds at the site. As part of the proposed development these are retained, and as shown on the landscape mitigation plan, are planted up either with grass hydroseed, native scrub or shrubs to strengthen the existing planting on the embankments and to provide additional screening to the proposed development. Within the bunds in the northern area of the site we have explored the potential to add to these with material won from the proposed swale excavations in the area to further enhance screening to the residential properties to the north of the site. This would be subject to confirmation of the materials suitability for re-use in due course.

Drainage – Regarding a sewer in which runs under the line of the old railway and appears under the proposed building – Drainage is presuming that we are planning to move the sewer.

We are not aware of the route of this sewer crossing the site. Can the LLFA please provide a copy of these record plans which shows the location and depth of this sewer. Either way, if it is found that this drain/sewer is located beneath the proposed building, the sewer will be realigned to avoid the foundations of the proposed drain/sewer. Any realigned sewers will be situated at least



3m from the proposed buildings and foundations. This could be a matter to be addressed via a planning condition.

No reference to the SPD residential amenity and the siting of buildings standards.

See attached the Supplementary Proposed Site Plan (ref. 965-D5A-XX-XX-DR-A-0017 – Rev.CO1), in which outlines the distance from the nearest corner of the processing building to approximately the centre of the first-floor window of the closest residential property on Wombwell Ln. (angle of elevation 4.6°). This measures at 80.3 meters, whereas the distance from the furthest point of the processing building to approximately the centre of the first-floor window of the closest residential property on Wombwell Ln. (angle of elevation 2.3°) is 158.2 meters. These measurements are substantial and adhere to those outlined in the Residential Amenity and the Siting of Buildings SPD.

Pedestrian access on the proposed site plan needs to be identified as both pedestrian and cycle access.

See attached the updated proposed site plan (ref. 965-D5A-XX-XX-DR-A-0003 – Rev. CO2) in which now identifies both pedestrian and cycle access.

Yorkshire Water Comments

See attached our letter in response to the Yorkshire Water Comments.

Drainage – Proposed condition H4 a)

Noted – This is a standard planning condition which we have no objections to.

Proposed condition H4 b)

Soakaways are not included in the proposed drainage plan for two reasons which are detailed in section 6.1.3 of our Drainage Statement. Firstly, the underlying clay has low infiltration potential and there is evidence of perched groundwater on site. This makes discharge by infiltration unsuitable. Secondly, given the nature and historical usage of the adjacent sites, there is a risk of mobilisation of contamination from use of infiltration structures. Therefore, we don't believe infiltration is suitable and therefore we don't believe that there is much benefit of undertaking BRE 365 compliant testing. We suggest that this is omitted as a condition.

Proposed condition H4 c)



As above, we are not proposing to use soakaways therefore we would request that this condition is omitted.

Proposed condition H9)

We agree with this condition. If it is found that any public sewers bisect the site and are within 3m of the proposed building, then these sewers will be realigned to avoid the proposed structures.

Referencing of TPT in Travel Plan and Transport Assessment

See attached the revision of both the Travel Plan and Transport Assessment in which now identifies the NCN67 as also the Trans Pennine Trail.

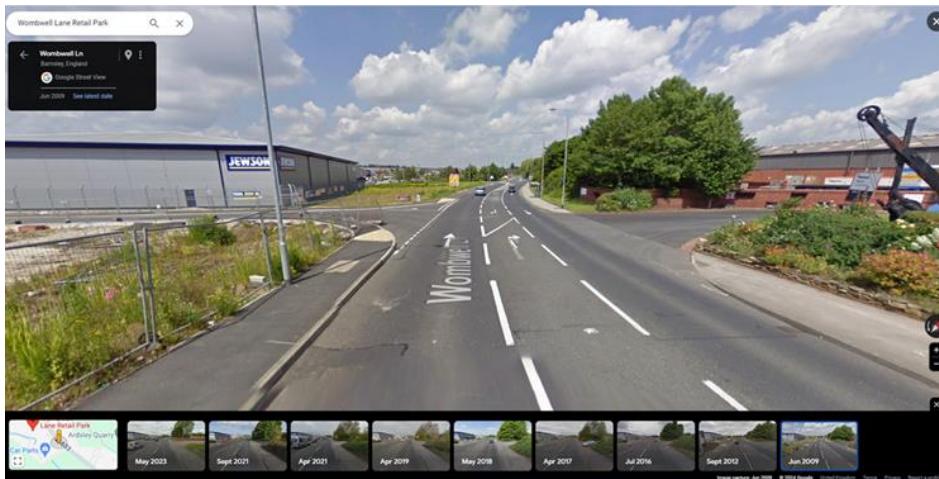
Highways development Control – No provision of a designers check list

In the formal consultation response dated 19 June 2024 in relation to planning application 2023/O373 for the “Erection of building for glass recycling; storage bays; office building, canteen and mess, new vehicular/pedestrian/cycle access with gatehouse, weighbridges and associated works including landscaping on land at Stairfoot Brickworks, Wombwell Lane, Stairfoot, Barnsley, S70 3NS” the Councils highways officer has made the following request:-

“With regards to the design of the site access, I note that we have not been provided a designers check list to ensure that the design is in accordance with the technical requirements as specified within DMRB and that there are not departures from standards. Furthermore, I would advise at this stage that detailed engineering drawings should be submitted to the authority”.

In response to the request for a Designers Checklist I would comment that the access in question is in fact an existing access which is to be the subject of minor kerbline adjustments (on the development side only) to ensure that HGV’s can exit the site in lane and not encroach into opposing lanes on the A633 Wombwell Lane.

There has, therefore, been no wider design work undertaken at the access in terms of its basic geometry such as lanes widths, right turn lane lengths and tapers etc. All these factors remain as existing and would have been considered by the Council when the most recent highway improvement works took place on Wombwell Lane at the time of the development of the trade/retail park on the opposite side of Wombwell Lane to the development site. These works are believed to have been implemented circa 2008 at a time when the Stairfoot Brickworks was still operational as per the google image below:-



Any design checklist would, therefore, be limited to reference to the provision of visibility splays and as such would not be a meaningful document.

Highways Development Control – detailed engineering drawings should be submitted to the authority.

It is of our opinion that the provision of the detailed engineering drawings would be more appropriately addressed as a condition to the planning approval. By making this a condition, we ensure that the necessary information is provided at a stage when the project is more advanced. This approach aligns with standard practices and helps streamline the approval process, ensuring all parties have the most accurate and relevant information when needed.

Ecology comments

The project ecologists have acquired data from the South Yorkshire Bat Group and South Yorkshire Badger Group, have held informal discussion with the BMBC ecologist and have undertaken a further site visit in relation to the potential open mosaic habitat. An updated PEA and BNG assessment are being completed and will be shared with the council as soon as completed.

Standard contaminated land condition a) Site Characterisation



The Phase 1 and Phase 2 reports submitted as part of the application should remove the need for the condition: Standard contaminated land condition a) Site Characterisation

Standard contaminated land condition f) Landfill Gas

The Phase 1 and Phase 2 reports submitted as part of the application should remove the need for the condition: Standard contaminated land condition f) Landfill Gas.

I trust the above addresses the comments made during our meeting held on the 20th June 2024 and the further comments made by statutory consultees, however, should you require any additional information please do not hesitate to contact me.

Yours,



Matthew Padgett

Planner

