

Planning Statement for Stairfoot Glassworks.

Wombwell Lane, Stairfoot, Barnsley.

On behalf of Potters Ballotini Ltd.

Date: April 2024 | Pegasus Ref: R001v3 PL P22-2888

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Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
O1	Nov 23	MP	CC	Peer Review
O2	Jan 24	MP	CC	Peer Review
O3	April 24	MP	CC	Review prior to submission

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1. Introduction

- 1.1. This Statement has been prepared by Pegasus Group on behalf of the applicant, Potters Ballotini Ltd.
- 1.2. This statement accompanies an application for Full Planning Permission, for the erection of building for glass recycling; storage bays; office building, new vehicular/pedestrian/cycle access with gatehouse, weighbridges and associated works including landscaping' at Wombwell Lane, Stairfoot, Barnsley.
- 1.3. Following a description of the site and surrounding area, consideration is given to the development proposed on the application site. The report then assesses the proposal in the light of relevant planning policy.
- 1.4. Planning application reference: 2022/1218 – Enabling works consisting of the erection of perimeter security fencing, entrance gates and associated tree works, was granted on the 28th September 2023.

2. Site Description and Planning History

- 2.1. The site is approximately 6.39 hectares (ha) and is located at the former Stairfoot Brickworks (centred on National Grid Reference SE 37870 05276), on the east side of Wombwell Lane (A633) in the suburb of Stairfoot, southeast Barnsley.
- 2.2. The site was previously used as a brickworks and was known as 'Stairfoot Brickworks'. The use of the site as a brickworks ceased in circa 2003 and the associated infrastructure was subsequently demolished in 2009. Appendix 1 shows what the site previously looked like, in 2003, when it was in operation. The image shows the large building that was previously on site, as well as the large storage area of bricks surrounding the site.
- 2.3. The site is currently vacant and comprises of a large area of concrete hardstanding across the majority of the site, see Appendix 2. Within the site, there is existing vegetation comprising of young and semi-mature trees that are predominantly clustered along the site boundaries. The northern part of the site is surrounded by clay bunds. A small area at the southern portion of the site is a former mineral working, which was later landfilled.
- 2.4. The wider site location is generally characterised by big-box retail and light industry type units, abutted with green open space and residential areas.
- 2.5. To the north and east the site is bounded by the Trans Pennine Trail beyond which lies former mineral workings associated with the former brickworks. Some of which have been backfilled and restored to open or agricultural space. The village of Ardsley lies approximately 400 m further north. To the south there is a residential area with open space and agricultural land, to the southeast lies the Site of Special Scientific Interest (SSSI) designated Marine Band, located adjacent to the Trans Pennine Trail. A row of terraced properties and some commercial units are located to the south and southwest. To the west, the entrance to Barnsley Retail Park is directly opposite the site, with agricultural land beyond.

Planning History

- 2.6. On the 22nd of November 2022 an application was submitted to the Barnsley Metropolitan Borough Council for enabling works consisting of the erection of perimeter security fencing, entrance gates and associated tree works (reference: 2022/1218). This application was approved with conditions on the 28th of September 2023.
- 2.7. As noted, the site was previously used as a brickworks and a there a number of planning applications associated with this use. A full list of these applications is provided in Appendix 3.
- 2.8. It is worth noting that an application for a change of use to metal recycling yard for the storage and separation of metals and associated provisions including storage container, office block, weighbridge and lay down enclosures on adjacent land to the northwest of the site, was submitted on the 10th of March 2023 (reference 2023/0241). This application was approved with conditions on the 12th of October 2023.

3. Proposed Development

- 3.1. The proposed development is a waste glass recycling and repurposing facility, in which will enable Potters to merge its existing Barnsley site located at Hoyle Mill and its INGS environmental Processing Facility at Groveport, Scunthorpe onto a purpose designed and modernised site.
- 3.2. Potters Industries have completed a site selection process to identify a suitable plot to accommodate both the recycling and manufacturing elements of their business and this site has been identified as suitable, due to its size, availability, its former use and wider connectivity to its customer base.
- 3.3. The facility will operate in accordance with circular economy principles for the recycling and repurposing of both pure and mixed glass. Clean glass is crushed to a certain size and any metals present within the glass (small amounts can be present in glass) are removed. Purified glass is sold to selected customers in the UK. Mixed glass consists of higher proportions of other materials such as rubber, aluminium, and iron, therefore, requires further processing in which requires a separation process to split components into different products. Once purified, the glass can be sold to UK customers, predominantly for the production of insulation (glass wool). Removed materials as part of the separation process would also be sold to appropriate recycling industries. Each year Potters recycle:
- 90 tonnes of floatglass
 - 250 tonnes of drinking glasses
 - 1 tonne of aluminium
 - 250 tonnes of iron
 - 20 tonnes of lead
 - 30 tonnes of cardboard
- 3.4. The proposed development will be operational Monday to Friday with no weekend working. Operational hours for the proposed development will be from 07:00 in the morning until 19:00 in the evening. HGV drivers will arrive early from 01:00 to start the early morning skip truck collections and site operatives and office/admin staff will start to arrive on site from 07:00 when the main site buildings open, with the last staff departing at 19:00.
- 3.5. Combining both the recycling and repurposing operations onto one site will result in removing approximately 304,000 vehicle miles and 530,000kg of CO2 emissions from the local and national road network as HGVs will no longer need to travel between the Pontefract Road site in Barnsley and the Ings Environmental Processing facility at Groveport, Scunthorpe. See further details below:

Figure 1. Savings on Road Miles by truck as a result of the proposed development

Savings on Road Miles by truck				
Category	Site	Savings per trip (Miles)	Est. Volume (T)	Savings (Miles)
Customers	C1	44	45.000	69.474
	C2	96	15.000	50.526
Suppliers	S1	96	40.000	134.737
	S2	96	5.000	16.842
	S3	96	5.000	16.842
	S4	96	3.000	10.105
	S5	44	3.000	4.632
	S6	44	3.000	4.632
	S7	96	1.000	3.368
	S8	44	1.500	2.316
	S9	20	1.500	1.053
	S10	-28	10.000	-9.825
Mileage saved (M)				304.702
Diesel saved (Ltr)		1,53 Mile/Ltr		198.056
CO2 Emmissions saved (Kg)		2,68 Kg/Ltr Diesel		530.790

- 3.6. The proposed development will create a substantial annual cost saving that will allow for reinvestment into the applicants' operations in Barnsley. This will not only protect existing jobs in the long term, but also create additional jobs in the Barnsley area, totalling 25 full time equivalent jobs.
- 3.7. The scale of development on site has been determined by the equipment necessary to carry out the recycling and repurposing of both pure and mixed glass. The processing building has a gross internal area of 29,486 sqft with a workshop attached to the side (1744sqft). The building will reach a height of 19,720mm in which is necessary in order to facilitate the operational processes.
- 3.8. The proposed development includes two further buildings in which are the admin building (1551sqft) and gatehouse (236sqft). The gross external area of the proposed development has a total footprint of 43,489 sqft and therefore the entire site has a development density of 6.3% (total footprint / site area x 100).
- 3.9. The site will accommodate sufficient car parking space for both cars and lorries with the following number of places:

Car parking spaces – 27

Disabled spaces – 3

EV spaces – 3

Total car parking spaces – 33

Lorry parking spaces – 12

Cycle spaces – 12

- 3.10. The majority of the existing trees and vegetation on site will be retained meaning that development will be set back and screened from the south and the north. The existing access into the site will be utilised and upgraded. Noise generating activities have been located as far as practical from noise sensitive receptors.

4. Planning Policy and Guidance

Legislative Background

- 4.1. This chapter summarises the planning policies and guidance relevant to the development proposed. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The National Planning Policy Framework (the "Framework") does not change the statutory status of the development plan as a starting point for decision making but states the importance of the existence of an up-to-date development plan.

Development Plan

- 4.2. The current development plan consists of:
- Barnsley Local Plan (adopted January 2019)
 - Barnsley, Doncaster and Rotherham Joint Waste Plan (adopted March 2012)

- 4.3. There are no adopted Neighbourhood Plans that cover the site area.

Barnsley Local Plan (2019)

- 4.4. Barnsley's Local Plan was adopted in January 2019 and sets out the key elements of the planning framework for Barnsley, and the approach to its long-term physical development to achieve the Council's vision of what sort of place Barnsley wants to become.
- 4.5. Policy SD1 relates to the presumption in favour of sustainable development and states *"when considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area."*
- 4.6. Policy GD1 outlines the criteria for approval in respect of general development proposals.
- 4.7. Policy E1 identifies the location of employment land during the Local Plan period. The proposed site is part of the Urban Fabric, in which is land within the settlement with no specific allocation.
- 4.8. Policy E4 relates to the protection of existing employment land. This means that land or premises currently or last used for employment purposes will be retained in order to safeguard existing or potential jobs. The proposed site was previously used as a brickworks, and therefore the proposed development would be protecting and preserving the employment use of the site.
- 4.9. Policy T2 relates to the safeguarding of land within and adjacent to existing and historical rail alignments to accommodate the potential reinstatement of former strategic railway lines. The line of former Cudworth Railway is understood to run in proximity to the proposed site and has been safeguarded for potential reinstatement.

- 4.10. Policy T3 outlines what is to be expected from new developments in regards to sustainable travel. As noted previously the proposed development is combining both the recycling and repurposing operations onto one site, which will result in a significant reduction of both HGV and LGV road miles per annum when compared to the current operational practises. In addition, a transport assessment & travel plan have been submitted alongside the application.
- 4.11. Policy T4 relates to transport safety for new developments, in which they should be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. The proposed development supports this policy as seen with the information within the transport assessment & travel plan, and additionally with the design of the access point to the site in which ensures the site is laid out appropriately to provide pedestrian and vehicle safety.
- 4.12. Policy T5 relates to reducing the impact of road travel. The proposed development supports this policy, due to the significant reduction in HGV and LGV road miles per annum as a result of having all operations occur on one site opposed to two, in which is the current situation.
- 4.13. Policy D1 outlines the councils' approach to high quality design and place making. The proposed development looks to retain the majority of the existing trees and vegetation on site meaning that development will be set back and screened from the south and the north. The existing access into the site will be utilised and upgraded and additionally there will be a security office in which promotes a safe and secure environment.
- 4.14. Policy LC1 relates to the retainment and enhancement of the character and distinctiveness of the individual Landscape Character Area in which the development is located in. The landscape character of the sites area is classed as moderate and landscape condition poor.
- 4.15. Policy GI1 relates to green infrastructure and the importance of protection, enhancement and creation. The proposed development seeks to retain the majority of the existing trees and vegetation on site.
- 4.16. Policy GS2 outlines the councils' approach to green ways and public rights of way. The development to the north has an identified green way of trees and shrubs in which the majority will be retained.
- 4.17. Policy BIO1 outlines the council's approach to biodiversity and geodiversity, in which states development is expected to encourage provision of biodiversity enhancements. The proposals demonstrate that a minimum of 10% BNG is provided, in which will improve and protect habitats and species.
- 4.18. Policy CC1 identifies the councils' approach to reducing the causes of but also adapt to the future impacts of climate change. The proposed development on previously developed land will carry out recycling operations in which is a sustainable practice, reducing future impacts on climate change. Currently Potters recycle 90 tonnes of float glass and 250 tonnes of drinking glass per year.
- 4.19. Policy CC2 states how "development will be expected to minimise resource and energy consumption through the inclusion of sustainable design and construction features, where this is technically feasible and viable".

- 4.20. Policy MIN1 outlines the council's criteria around mineral operations. A small area at the southern portion of the site is a former mineral working, which was later landfilled, furthermore, to the north and east the site is bounded by the Trans Pennine Trail beyond which lies former mineral workings associated with the former brickworks. Some of which have been backfilled and restored to open or agricultural space.
- 4.21. Policy MIN3 relates to non mineral development and safeguarding minerals. It states, "*all proposals for non mineral development on sites over 2 hectares in size must be accompanied by supporting information demonstrating that mineral resources will not be needlessly sterilised.*"
- 4.22. Policy CL1 relates to contaminated and unstable land. A contaminated land assessment for the site is submitted alongside this application in which identifies and outlines mitigation steps surrounding contaminated land.
- 4.23. Policy Poll1 outlines the councils' approach to pollution control and protection, in which it states that developments will be expected to demonstrate that it is not 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 a nuisance to the natural and built environment or to people. Furthermore, mitigation methods where appropriate should be provided by developers to minimise the effects of any possible pollution.

Barnsley, Doncaster and Rotherham Joint Waste Plan (March 2012)

- 4.24. The Joint Waste Plan is the detailed planning strategy for providing waste management facilities across Barnsley, Doncaster and Rotherham over the period to 2026.
- 4.25. This plan confirms that there is a shortage of suitable recycling and treatment facilities to divert waste from landfill, in which is leading to waste being transferred over longer distances, outside of the Barnsley, Doncaster and Rotherham boundaries.
- 4.26. All new development will be expected to manage the waste it produces in a way that minimises resources and encourages on site recycling, recovery, and storage.
- 4.27. This plan seeks to provide a range of waste management facilities and sites in accessible locations to meet the recycling, recovery, and landfill diversion targets.
- 4.28. Policy WCS1 relates to the overall strategy for achieving sustainable waste management for Barnsley, Doncaster and Rotherham. In particular it looks at the provisions in which will be made to maintain, improve and expand the network of waste management facilities throughout all three areas. The proposed development will contribute to the network of waste management within Barnsley, as it will ensure the glass recycling plant remains in Barnsley oppose to Scunthorpe, increase the waste management network due to the relocation of the repurposing facility, and deliver a brand new recycling facility for Barnsley.

Supplementary Planning Documents (SDP's)

4.29. The following adopted SDP's are considered to be relevant to the development proposal:

- Trees and Hedgerows SDP
- Biodiversity and Geodiversity SDP

National Planning Policy Framework (NPPF)

- 4.30. The National Planning Policy Framework (the "Framework") was first published in 2012 and revised in 2018, 2019, 2021 and most recently in December 2023. The Framework sets out the UK Government's planning policies for the planning system to ensure that it helps to achieve sustainable development, which Paragraph 7 cites to be the overall purpose of the planning system. The Framework forms a material consideration in the assessment of all planning applications. Paragraph 3 confirms the Framework should be read in its entirety.
- 4.31. The Framework highlights in Paragraph 8 that to achieve sustainable development, the planning system needs to account for social, economic, and environmental sustainability and these need to be pursued in mutually supportive ways to secure net gains across each objective.
- 4.32. Paragraph 10 states, *"so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development"*.
- 4.33. Paragraph 85 focuses on the key elements of building a strong and competitive economy. This paragraph states that *"planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential."*
- 4.34. Paragraph 108 addresses transport issues in which should be considered for new developments, setting out that development proposals should achieve the following measures:
- the potential impacts of development on transport networks can be addressed;
 - opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - opportunities to promote walking, cycling and public transport use are identified and pursued;
 - the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

4.35. Paragraph 117 states how developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

4.36. Paragraph 124 part C outlines how planning decisions should give substantial weight to the value of using suitable brownfield land for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

4.37. Paragraph 135 contains design principles for new development. This sets out that design of new developments should seek to achieve the following measures:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁵²; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

4.38. Paragraph 186 of the NPPF sets out measure for the protection of wildlife and biodiversity. When determining planning applications, the following tests apply:

a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons⁶⁷ and a suitable compensation strategy exists; and

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

5. Assessment of Development

- 5.1. The following section of this report assesses the development proposals against the policies of the Development Plan and policies and guidance set out at national level.
- 5.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the developments plans unless material considerations indicate otherwise.
- 5.3. At the heart of national planning policy – the NPPF, is the presumption in favour of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives:
 - An economic objective;
 - A social objective; and
 - An environmental objective.
- 5.4. The presumption is replicated by Barnsley Local Plan policy SD1, which identifies that Barnsley Metropolitan Borough Council “...work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area”. The following sections of this statement consider the proposals against the dimensions of sustainable development.

Principle of Development

- 5.5. This application seeks permission for the for the development of a waste glass recycling and repurposing facility at Wombwell Lane, Stairfoot, Barnsley.
- 5.6. The site was previously used for employment purposes and as per Policy E4, land last used for employment purposes will be retained in order to safeguard existing or potential jobs. This proposal will bring this employment site, back into active employment use, which will provide additional jobs as well as safeguarding the jobs of existing employees already working at the existing site in Barnsley, this will therefore lead to a total of 25 full time equivalent employees. The site is located within the settlement boundary and although it has not been formally designated as employment land, due to its previous use, the site is employment land.
- 5.7. The site is designated as urban fabric which means it is land within the settlement boundary with no specific allocation. As such, there is no restriction to a development of this nature coming forward on this site, although Policy E4 is supportive of employment uses.
- 5.8. Although this site has not been included within the Employment Land Review, the Strategic Housing Land Allocation (SHLAA) or allocated as part of the Local Plan, it is clear it is a

suitable employment site and therefore any development on site, should ideally be for employment uses.

- 5.9. The proposed development seeks a similar development, in many characteristics to its previous use as a former brickworks. As shown at Appendix 1, there was a large building on site which was used to process the bricks, as well as storage areas around the site to accommodate the bricks. As shown on the proposed site plan, a similar quantum and layout of development is proposed. The former use would have created a range of effects, such as HGV movements, noise and dust.
- 5.10. Furthermore, the site is surrounded by other employment uses. On the opposite side of Wombwell Lane, is Wombwell Lane Retail Park, which contains retail units and trade units. This area is characteristic of employment uses and is well located on a strategic highway (A633). Careful consideration has been given to the location of residential uses in the area.
- 5.11. As such, in line with Policy E4, the principle of bringing forward the proposed development on site is considered acceptable.

Transport

- 5.12. Policy T3 of the Local Plan states that new developments are expected to *"be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists"*. In addition, all developments that will generate significant amounts of movement are also to be expected to provide a transport statement or transport assessment plan in accordance with guidance set out in the National Planning Policy Framework.
- 5.13. A Transport assessment has been submitted in support of this planning application. The report concludes that due to the low level of trip generation, it is considered the proposed development will have no material impact on the local highway network. The proposed development provides safe access for all vehicles, pedestrians and cyclists and is accessible by foot (as demonstrated by the swept path analysis in chapter 6 of the Transport assessment), cycle, and public transport. Therefore, it is considered that the proposed development should be supported by BMBC Highways on highway and transport grounds.
- 5.14. An Interim Travel Plan has been developed for the site, which will be promoted to all staff and users of the proposed development, to help encourage sustainable travel choices to/from the development. This Interim Travel Plan will be updated to the Full Travel Plan once the new building has been fully occupied for over 6 months. A number of measures will be implemented throughout the site to help achieve the Travel Plan objectives. 'Hard' measures that have been incorporated prior to occupation and funded by the developer to promote sustainable travel are listed below:
- Electric vehicle charging points.
 - Safe, secure and convenient cycle parking.
 - Notice boards for travel information in foyers or other communal areas where practicable.

- Frontage walking routes around the site, with good lighting and active frontages, to ensure routes are safe, useable and desirable.

5.15. An overview of the site-wide 'soft' measures strategy is set out below:

- Use noticeboards, posters and electronic communications to promote sustainable travel, including the health, cost and environmental benefits of walking/cycling.
- Provide travel-related information to occupants about:
 - The Travel Plan Coordinator and Travel Plan User Group.
 - Local public transport service locations, timetables and cost information within the proposed development common areas.
 - Details of local bicycle loan/hire schemes.
 - Cycle and pedestrian routes, distances and timings to surrounding local and residential areas.
 - Details of cycle facilities within the proposed development.
 - Health benefits of walking, cycling and active travel.
- Introduce a Bike User Group.
- Join a national car share scheme such as 'Liftshare' .
- Introduce a Car Share database, including origin/destination information, to enable staff to share lifts.

5.16. Additionally, as a result of the proposed development combining both the recycling and repurposing operations onto one site, it will result in removing approximately 304,000 vehicle miles and 530,000kg of CO2 emissions from the local and national road network as HGVs will no longer need to travel between the Pontefract Road site in Barnsley and the Ings Environmental Processing facility at Groveport, Scunthorpe.

5.17. A Highways Statement has also been completed by Sanderson Associates Consulting Engineers and has not identified any road safety issues on Wombwell Lane in the vicinity of the site access. However, Wombwell Lane and nearby junctions do suffer from congestion in peak periods. Therefore, for highway safety reasons, and in accordance with Policy T4 of the Council's Local Plan highway improvement works are proposed to ensure that all HGV movements can be accommodated. It is concluded that the proposed improvement works that are being promoted, which incorporate a pedestrian island within the bell mouth to enable pedestrians to cross the access in two stages, will provide a safe and suitable access to serve the proposed use of the site.

5.18. It is therefore considered that the proposed development is in accordance with policy T3 and T4 of the Local Plan.

Noise

- 5.19. As detailed above Policy Poll1 discusses the Council's approach to pollution control and protection. It outlines that development will be expected to demonstrate that it is not 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.
- 5.20. This application is supported by a Noise Impact Assessment that assesses the likely implications of the proposed development. It is concluded that noise emissions from the proposed development are expected to meet the Barnsley Metropolitan Borough Council requirements, and significant effects are not predicted due to the operation of the proposed development when assessed to the background noise levels as measured in November 2023.
- 5.21. The scheme contains embedded mitigation in the form of screens and good acoustic design has been used to orientate buildings and processes on site to mitigate the impact of noise at receptors.
- 5.22. The following embedded mitigation forms part of the completed and operational proposed development:
- 5m height cullet bay solid block walls as highlighted in Figure 5.
 - 2m height solid fencing with a minimum surface mass density of 10 kg/m² around the generator and compressor area beside the workshop.
 - Laminated dampening panels bonded to the hopper and chute of the screener.
- 5.23. It is therefore considered that the proposed development is in accordance with Policy Poll1 of the Local Plan.

Air quality

- 5.24. Policy Poll1 states how development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air or dust pollution in which would unacceptably affect or cause a nuisance to the natural and built environment or to people addresses the implication of dust on future development. Furthermore, developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.
- 5.25. This application is supported by an air quality assessment which assess the potential changes in air quality due to the construction and operation of the proposed development and whether these potential changes would significantly alter air quality. It has concluded that the proposed development is not expected to have a significant impact on local air quality and therefore there is no reason for this application to be refused on the grounds of air quality.
- 5.26. The assessment has outlined a range of mitigation steps in which include the following:

- As per BMBC Air Quality and Emissions Good Practice Planning Guidance document, “Type 1” and “Type 2” mitigation measures would be required to offset any impacts that could occur due to the ‘medium’ classification.
- The development will control construction emissions in accordance with London Best Practice Guidance. Mitigation of construction dust will be achieved by the use of the mitigation measures outlined in Appendix D of the Air Quality Assessment. The listed dust mitigation will be incorporated into a wider Construction, Emissions, Management, Plan (CEMP).
- Potential for dust during operational phase will be minimized by ensuring a dust management plan (DMP) is in place.
- The following commercial development specific mitigation measures will also be considered:
 - 10% EV car parking spaces
 - Fleet operators should join the South Yorkshire Eco Stars scheme
 - All commercial vehicles to comply with current or most recent European emission standards and provide a strategy for reducing emissions.

5.27. It is therefore considered that the proposed development is in accordance with policy Poll of the Local Plan.

Flood Risk and Drainage

- 5.28. Paragraph 173 of the NPPF requires that new development be planned to avoid areas at risk of flooding (unless supported by a supported by a site-specific flood-risk assessment) and local planning authorities should ensure that flood risk is not increased elsewhere. Paragraph 175 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.
- 5.29. Policy CC3 identified the Council’s approach to flood risk. This policy outlines that flooding will be reduced by a number of methods, the first by not permitting new development where it would be at an unacceptable risk of flooding from any sources of flooding or would give rise to flooding elsewhere.
- 5.30. Policy CC4 outlines that all major development will be expected to use Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it can be demonstrated that all types of SuDs are inappropriate. This is reiterated further in Policy CC5.
- 5.31. The development proposal is supported by a Flood Risk Assessment, in which has concluded that any flood risk is appropriately managed by the development proposals over the lifetime of the development, taking climate change into account and fittingly for the vulnerability of proposed users. This is as long as the mitigation measures are followed in which remains that, the ground level strategy for the site as well as surface water drainage designs would ensure that surface water runoff from land upgradient of the site is

accommodated such that it can either flow through a repaired below ground culvert/drain or through an above ground conveyance route.

- 5.32. Ultimately the risk of flooding is low overall and there are no notable residual risks anticipated. No further flood risk assessment is deemed necessary.
- 5.33. Additionally, a drainage statement has been prepared in which outlines the existing and new drainage features in which are to be implemented. The proposed drainage layout can be found in appendix 5 of the drainage statement.
- 5.34. It is therefore considered that the proposed development is in accordance with Policy CC3, CC4, CC5 of the Local Plan and NPPF.

Ecology

- 5.35. The NPPF requires that when assessing a planning application all Local Planning Authorities (LPAs) must consider potential impacts on biodiversity that may result from the proposals.
- 5.36. Furthermore, the NPPF identified that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains where possible.
- 5.37. Policy BIO1 of the Local Plan outlines that development will be expected to conserve and enhance the biodiversity and geological features of the Borough. Furthermore, development which may harm a biodiversity or geological feature or habitat, will not be permitted unless effective mitigation and/or compensatory measure can be ensured.
- 5.38. A preliminary Ecological Survey has been conducted, in which has evaluated the designated sites, Habitats & Botanical Interest, and Protected and Priority Species. As for the designated sites, the proposed site works are not envisaged to have any impact on Dearne Valley Park Local Nature Reserve or any of the six identified Local Wildlife Sites, largely due to the distance away and lack of connectivity. As for the Stairfoot Brickworks SSSI it is recommended that no works occur within the small portion of the SSSI that lies within the site boundary in order to avoid direct impacts to the interest of this feature. Additionally, a working standoff zone is recommended during proposed works with the exception of the creation of a proposed Sustainable Urban Drainage System (SuDs) in which is to minimise impact on the feature.
- 5.39. As for the Habitats & Botanical Interest the survey concludes all woodland is to be retained throughout works these should also be protected in line with BS5837:2012 Trees in relation to design, demolition and construction recommendations and through the incorporation of Precautionary Working Method Statements as per the Arboricultural Method Statement (Wharnccliffe Trees and Woodland Consultancy, 2021).
- 5.40. Recommendations for the Protected and Priority Species can be found within paragraph 5.3 of the preliminary Ecological Survey, in which outline a range of mitigation strategies including Reasonable Avoidance Measures (RAMs) such as onsite grassland should be maintained to a short sward (less than 100mm) prior to the commencement of works.

- 5.41. Additionally, the proposals demonstrate a net gain in biodiversity of 4.98 habitat units (18.70%) and 2.08 hedgerow units (1014.33%); exceeding the requirement for securing measurable net gains of over 10%. Therefore, the proposals accord with Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).
- 5.42. It is therefore considered that the proposed development is in accordance with Policy BIO1 of the Local Plan and NPPF.

Geology

- 5.43. The NPPF identifies how planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing geological value and soil.
- 5.44. Policy BIO1 of the Local Plan outlines that development will be expected to conserve and enhance the biodiversity and geological features of the Borough. Furthermore, development which may harm a biodiversity or geological feature or habitat, will not be permitted unless effective mitigation and/or compensatory measure can be ensured.
- 5.45. A risk assessment for the adjacent geological SSSI has been conducted, in which it concludes that there are no identified circumstances where the proposed development on the former Stairfoot Brickworks could cause deterioration of the SSSI.
- 5.46. The applicants propose to carry out repairs to a brick enclosure associated with the Marine Band SSSI located on the west side of the Trans Pennine Trail just beyond the site boundary. This would include removing roots, improving the floor, cleaning up the brickwork and sponsoring signage that could be put up inside the enclosure to provide information about the Marine Band located opposite, along with a practicable element of ongoing maintenance. A further suggestion is to carry out a small amount of vegetation removal to a limited section of the embankment within the SSSI to re-expose the Marine Band for the benefit of interested parties.
- 5.47. It is therefore considered that the proposed development is in accordance with Policy BIO1 of the Local Plan and NPPF.

Landscape and Visual Assessments

- 5.48. Policy LC1 outlines the Council's approach to landscape character. This policy states that development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character Area in which it is located.
- 5.49. The development proposal is supported by a Landscape and Visual Impact Assessment (LVIA) which considers the site and its surrounding context to assess the potential effects of the proposed development upon landscape features, landscape character and visual amenity.
- 5.50. The LVIA concludes that the Proposed Development has limited landscape and visual effects due to the level of existing and proposed screening and the mitigated effects from

similar existing built forms around the Proposed Development, notably the Stairfoot Barnsley Retail Park.

- 5.51. The design responses and mitigation measures proposed would ensure that the development is assimilated into the local landscape, mitigating the majority of the adverse impacts and would provide for strengthening of the landscape structure as well as enhancement of ecological value at the Site.
- 5.52. Embedded mitigation measures include:
- Retaining the existing clay bunds provided to screen the development;
 - Maintaining boundary vegetation to aid screening; and
 - Sighting of the development to minimise visual impact.
- 5.53. The Illustrative Landscape Mitigation Plan is presented on Figure 4 of the LVIA and includes:
- Woodland, woodland edge and native scrub/shrub planting on the boundaries of the Site to reduce and mitigate long distance views, while creating a dense block of planting;
 - Native hedgerow planting to separate areas within the Site;
 - Planted drainage features adding landscape diversity to the Site;
 - Species rich and neutral grassland, to increase species diversity; and
 - Ornamental and shrub planting around administration building and outdoor breakout spaces, to provide attractive scenery while screening the development.
- 5.54. It is therefore considered that the proposed development is in accordance with Policy LC1 of the Local Plan.

Trees

- 5.55. NPPF paragraph 136 outlines how decisions should ensure that existing trees are retained wherever possible throughout development.
- 5.56. Policy BIO1 in the Local Plan refers to the conservation and enhancement of biodiversity and geodiversity. This policy includes provision for the protection of trees.
- 5.57. As shown on the existing Site Plan, there are hedgerows and trees along the site boundaries and within the site. The existing vegetation will be retained and maintained where possible. A significant number of the tree groups will not be impacted in any way by the proposed development. This includes the trees in the northern, eastern and western parts of the site.

- 5.58. The development proposal is supported by a Pre-development Arboricultural Report and Arboricultural Method Statement. They conclude that provided the recommendations within the method statement are followed the proposed development will have a negligible impact on tree cover and amenity in the area.
- 5.59. The recommendations include having additional temporary tree protective fencing at the positions shown on plan 3 within the Pre-development Arboricultural Report and Arboricultural Method Statement. This is in order to protect tree groups 6,7,9,10 and 11, (low value trees) as they will not be protected by the security fencing unlike tree groups 1, 3, 4, 5, 8, 19, most of Group 12 and Trees 18 and 20.
- 5.60. There is further general guidance on tree protection and development within paragraph 5.2 of the Pre-development Arboricultural Report and Arboricultural Method Statement.
- 5.61. It is therefore considered that the proposed development is in accordance with Policy BIO1 of the Local Plan and the NPPF.

Design and Energy/Sustainability

- 5.62. Section 12 of the NPPF advises that planning decisions should address the integration of new development into the built, natural, and historic environment. This echoed in the Local Plan Policy D1 which requires new development to be of a high quality and design.
- 5.63. Policy CC2 Sustainable Design and Construction of the local plan refers to the expectation to minimise resource and energy consumption through the inclusion of sustainable design and construction features, where this is technically feasible and viable.
- 5.64. The development proposal is supported by a Design Access Statement which explains the design principles and concepts which have led to the overall design and layout of the proposed development, considering the site and surrounding context.
- 5.65. The details submitted as part of the application demonstrate that the development proposals will not have an unacceptable adverse effect on the visual amenity value of the wider area due to the appearance of the scheme and the natural screening afforded to the site alongside the landscape and ecological enhancements proposed. Also, the proposed development seeks a similar development, in many characteristics to its previous use as a former brickworks, therefore is in keeping with the sites history but also the wider area as it is generally characterised by big-box retail and light industry type units, abutted with green open space and residential areas
- 5.66. Sustainability benefits are inherent with the nature if the development in that it will operate in accordance with circular economy principles for the recycling and repurposing of both pure and mixed glass. The facility also combined two existing facilities which result in removing approximately 304,000 vehicle miles and 530,000kg of CO2 emissions from the local and national road network.
- 5.67. Sustainable design principles have been incorporated within the proposed development in the form of the re-use of brownfield land, sustainable urban drainage systems, and a variety of landscape and biodiversity enhancements as described within the application documents.

- 5.68. Furthermore, in order to influence design, the Applicant and design team undertook a BREEAM pre-assessment workshop in December 2023 to explore sustainability in design, The workshop concluded that building was deemed unsuitable for BREEAM on the following basis:
- BREEAM is designed to assess permanent, treated, and occupied structures. The building is untreated and has no proposed building services so there is no requirement for building fabric parameters to be met, therefore a Part L assessment is not relevant. In the absence of a Part L output, or any building modelling data, it is not possible to pursue any of the Energy Performance or Operational Energy Modelling credits.
 - The proposed development will not be able to achieve a number of other Energy credits due to the building being untreated. These includes Passive Design Modelling and Low and Zero Carbon Technologies.
 - As there is no water supply to the building which results in the majority of the credits in the Water section not applicable.
 - The majority of the health and wellbeing credits are not relevant, relating to items such as glare control, daylighting, view out, acoustics, internal air quality and thermal comfort.
 - As the construction of the building comprises simple elements – an embodied carbon study is not deemed to be appropriate due to the building limitations, making credits within Mat 01 Life cycle analysis unachievable.
- 5.69. Further to this the BRE provide the following guidance on the applicability of BREEAM to untreated buildings:
- 5.70. *Assessment against BREEAM New Construction may be of limited value for buildings that do not incorporate environmental systems to treat spaces for human occupation. As a guide, if Approved Document Part L is not applicable to the building, it is likely that BREEAM will be unsuitable.*
- 5.71. Based on BREEAM guidance and the justification above, it is concluded BREEAM should not be applicable to the proposed development. For the same reasons it is also considered that the provision of an energy and sustainability statement and a whole lifecycle carbon assessment would not be applicable to the proposed development.
- 5.72. It is therefore considered that the development proposal is in accordance with Policy D1 and CC2 of the Local Plan and the NPPF.

Lighting

- 5.73. Paragraph 191 part C of the NPPF outlines how development should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

- 5.74. Policy Poll1 of the Local Plan as previously noted addresses the implication of pollution, including light in which would unacceptably affect or cause a nuisance to the natural and built environment to people.
- 5.75. The development proposal is supported by a Light Impact Assessment, in which assesses the potential impact of proposed artificial lighting on the site and surrounding area. The assessment concludes that there is no reason for the application to be refused on the grounds of lighting impact.
- 5.76. There are a number of mitigation measures which include:
- Appropriate optics and column placement to reduce light spill.
 - Infrared CCTV (i.e. night vision), therefore, continuous maintained illuminance for security provisions is not required.
 - It is recommended that the luminaires along the northern boundary are installed with motion detection. This will ensure the luminaires are dimmed or switched off overnight protecting ecological surroundings, and only return to full lumen output for a short period of time when a lorry is detected.
 - Where feasible for the overnight operations, all luminaires should be switched off when not in use.
 - Overnight lighting is likely to comprise the luminaires placed on the façade and in the lorry park only, which can be configured to suitably reduce lumen output overnight to achieve effectively zero lux onto the surrounding woodland.
- These interventions will ensure the light spill onto the woodland will be zero lux at the times of most sensitive use (i.e. bat activity overnight), ensuring negligible and not significant impacts.
- 5.77. It is therefore considered that the development proposal is in accordance with policy Poll1 of the Local Plan and the NPPF.

Ground Conditions

- 5.78. NPPF paragraphs 189–190 require planning decisions to ensure that a site is safe for its new use, considering ground conditions and stability and pollution arising from previous uses. Responsibility for securing a safe development rests with the developer and/or landowner.
- 5.79. Policy CL1 outlines the Council's request that where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposal must be accompanied by an appropriate report.
- 5.80. The development proposal is supported by a Generic Quantitative Risk Assessment (GQRA), in which identified that there was no significant ground contamination. Furthermore, with respect to soil and groundwater the risk posed to human health and environmental receptors is deemed to be low to moderate.

- 5.81. No remedial action is considered necessary to protect the environment. However, standard brownfield mitigation measures will be needed for the proposed development, including basic gas protection in some buildings and management of waste soils generated through ground works. Table 10.1 of the GQRA summarises the recommended next steps.
- 5.82. Additionally, the proposal is supported by a Coal Mining Risk Assessment in which assessed the site-specific coal mining risks and sets out the proposed mitigation strategy to demonstrate the site can be made safe and stable for the proposed development.
- 5.83. It is therefore considered that the proposed development is in accordance with Policy CL1 and the NPPF in respect of delivering a safe site for future users and occupiers.

6. The Planning Balance

- 6.1. The National Planning Policy Framework identifies the purpose of the planning system is to contribute to the achievement of sustainable development. The Planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:
- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 6.2. It has been demonstrated that the proposals are compliant with the strategic locational principles of the Local Plan and joint Waste Plan.
- 6.3. The proposed development on the currently vacant brownfield site will provide a new waste glass recycling and repurposing facility to the Barnsley area, helping with the current shortage of suitable recycling and treatment facilities. This development will provide new jobs to the local area, as well as safeguarding the jobs of existing employees already working at the existing recycling site in Barnsley.
- 6.4. Effects of the development in terms of highways, drainage, ecology, amenity, arboriculture, air quality, noise and light are not demonstrated to give rise to impacts that would make the proposals contrary to the policies of the Local Plan. Any effects have been mitigated through the design of the proposals.
- 6.5. It has been evidenced by this Statement and accompanying application documents that there are substantial and weighty material benefits of the scheme which are required to be considered in favour of the planning application in the planning balance. These can be summarised as:

Economic:

- An estimated 36 temporary jobs could be supported per annum during the build phase. This includes on-site roles and jobs in the wider supply chain.
- Up to 25 full-time equivalent jobs (FTEs) are expected to be supported on-site once the scheme is built and operational.
- Estimated wages paid to workers at the site amount up to £0.8million per annum.

- The build phase is estimated to generate around £1.5million of economic output (current prices).
- Once built and operational, the contribution to economic output by the scheme is estimated up to £1.7million per annum.

Social:

- The delivery of accessible jobs for both existing and future residents within the local area.
- Making use of a currently vacant and brownfield site
- Ensuring a sustainable future for Potters Industries, a business that has supported and been located within Barnsley for over 60 years.

Environment:

- Combining both the recycling and repurposing operations onto one site will result in removing approximately 304,000 vehicle miles and 530,000kg of CO2 emissions from the local and national road network as HGVs will no longer need to travel between the Pontefract Road site in Barnsley and the Ings Environmental Processing facility at Groveport, Scunthorpe.
- New landscape planting and bio-diversity enhancements.
- A full travel plan to be developed and promoted to all staff and users of the proposed development, to help encourage sustainable travel choices to/from the development.
- EV car parking and cycle spaces to be implemented to encourage use of sustainable transport.
- The facility will help fill the shortage of suitable recycling and treatment facilities in which are diverting waste from landfill in the Barnsley, Doncaster and Rotherham area.

6.6. It is considered that the general principle of the development is acceptable. Further assessment of material considerations as detailed above, have been assessed and demonstrate that the proposals shall not result in unacceptable environmental effects.

6.7. The position set out in this Statement is that the proposals can be considered in accordance with the Local Plan and suitable for the grant of planning permission.

7. Conclusion and Planning Balance

- 7.1. The site was previously used as a brickworks and known as 'Stairfoot Brickworks'. The use of the site as a brickworks ceased in circa 2003 and the associated infrastructure was subsequently demolished in 2009. Therefore, in line with Policy E4 the site should be used as an employment site, due to it previously serving this use. This is in order to safeguard existing and future jobs in Barnsley.
- 7.2. The proposals have been sensitively designed to retain the majority of the existing trees and vegetation on site meaning that development will be set back and screened from the south and the north.
- 7.3. The proposals would have no adverse impact on local highway safety and as a result of the proposed development combining both the recycling and repurposing operations onto one site, it will result in a significant reduction of both HGV and LGV road miles per annum when compared to the current operational practises.
- 7.4. The proposals would not increase the risk of flooding elsewhere, nor would they create any problems with surface water drainage flooding on and around the immediate site.
- 7.5. Overall, this statement and supporting documents have demonstrated that the development proposals accord fully with both the relevant policies from the Barnsley Local Plan and the Barnsley, Doncaster and Rotherham Joint Waste Plan. All other material considerations and assessment of national policy and guidance is also supportive of the development proposals, which will secure a viable future use for this previously developed land, helping with the identified shortage of suitable recycling and treatment facilities to divert waste from landfill. This will therefore reduce CO2 emissions created by the business and protect and create additional jobs for local people.
- 7.6. Given the findings of this statement, it is respectfully requested that full planning permission for the proposed development be approved without delay, subject to any necessary and agreeable planning conditions.

Appendix 1 – Image of the Site in Operation as a Brickworks



Appendix 2 – Site Photographs





Appendix 3 – Planning History for the Site

- **B/75/0974/BA** – Restoration of disused quarry by disposal of colliery waste from Darfield Main Colliery and use of part of the restored area as a vehicle park – Approved 08/07/75.
- **B/75/1832/BA** – The erection of a building to house a tunnel kiln for manufacture of bricks and the formation of a vehicular access – Approved 19/08/75.
- **B/76/1674/BA** – Shower and locker room at rear of brickworks – Approved 26/07/76.
- **B/77/1293/BA** – Erection of a building for the manufacture of building bricks. Approved – 09/06/77.
- **B/77/1139/BA** – Erection of a temporary garage – Approved 12/01/78.
- **B/77/3382/BA** – Governor house for gas supplies – Approved 06/04/78.
- **B/78/1626/BA** – Extension to reception area of administration block – Approved 27/07/78.
- **B/79/2163/BA** – Modification to part of existing roof of building used for the manufacture of building bricks (Clay loading bay) – Approved 15/10/79.
- **B/80/0148/BA** – Extension to brick manufacturing premises – Approved 26/03/80.
- **B/80/1151/BA** – Erection of garage for repair facility – Approved 08/08/80.
- **B/80/1745/BA** – Erection of building for sale of Builders Merchants materials. Approved – 07/05/81.
- **B/82/0027/BA** – Erection of two temporary garages – Approved 26/01/82.
- **B/82/0632/BA** – Erection of building to house new grinding plant – Approved 29/07/82.
- **B/83/0282/BA** – Installation of landfill gas recovery system. Approved 04/05/83.
- **B/83/0492/BA** – Infilling of railway cutting and use of land as extension to builder's yard – Approved 22/06/83.
- **B/84/0096/BA** – Erection of building for storage of materials and equipment in conjunction with landscaping works – Approved 02/03/84
- **B/84/0534/BA** – Installation of landfill gas recovery system – Approved 01/06/84.
- **B/84/0985/BA** – New works office – Approved 25/07/84.
- **B/85/0780/BA** – Construction of 100mm diameter leachate pumping main – Approved 11/10/85.
- **B/86/1001/BA** – Deposit of waste materials to form a screen embankment – Approved 10/10/86.
- **B/87/0541/BA** – Erection of storage building – Approved 18/06/87.
- **B/87/1353/BA** – Extension to existing landfill gas recovery system – Approved 04/02/88.
- **B/88/0792/BA** – Use of land for brick stocking – Approved 19/08/88.
- **B/88/0738/BA** – Disused railway line for brick and clay stocking – Approved 15/03/91.
- **B/91/0495/BA** – Erection of extension to existing factory – Approved 06/06/91.
- **B/92/0160/BA** – Registration of Interim Development Order Permission Winning and working of minerals – Approved 11/03/92.
- **B/93/0247/BA** – Determination of conditions on an Interim Development Order Permission – Winning of Minerals, Stairfoot Quarry, Wombwell Lane, Stairfoot Barnsley. (Adjacent land) – Approved 25/11/93.
- **B/95/0102/BA** – Erection of extension to existing factory – Approved 10/03/95.

- **B/95/1308/BA** – Erection of extension to existing office – Approved 05/12/95.
- **B/95/0832/BA** – Extension of existing quarry for extraction of brick making and associated materials – Approved 24/07/97.
- **2007/1069** – Variation of Condition 1 of planning consent B/93/0247/BA to extend extraction and restoration period. (Adjacent land) – Approved 11/10/07.
- **2022/1218**– Enabling works consisting of the erection of perimeter security fencing, entrance gates and associated tree works – Undetermined.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

Leeds

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