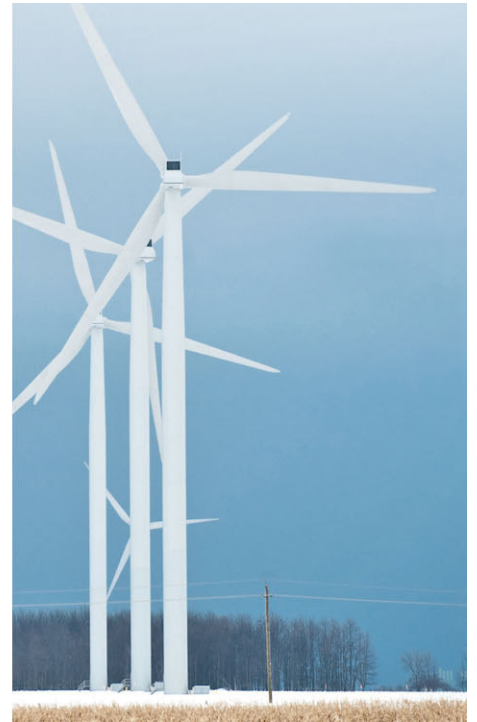


Yorkshire Water

AMP5 Batch 9, Silkstone Sewage Treatment Works Proposed Access Improvement Works

Design, Access and Planning Statement



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Contents

1.	Introduction	1
1.1	Purpose of this Report	1
1.2	Need for Development	1
2.	The Development	2
2.1	Policy Considerations	2
2.2	Design and Access	5
3.	Conclusion	6
Table 2.1	Designations and Policies Contained Within the Local Development Framework Core Strategy	3
Table 2.2	Designations and Policies Contained Within the UDP	4

1. Introduction

1.1 Purpose of this Report

This statement is provided in support of Yorkshire Water's planning application for improvement works to the access track to Silkstone Sewage Treatment Works (STW) located at Ordnance Survey grid reference SE 294 064, to the north-east of Silkstone village, Barnsley, South Yorkshire. A location plan for the proposed access improvement works is shown in red on **Drawing Number 2010/D0023/10/1002/A** accompanying the planning application.

This statement forms part of the planning application and should be taken into consideration by the Local Planning Authority, statutory consultees and other bodies and individuals who have an interest in the proposed access improvement works.

1.2 Need for Development

The existing access to Silkstone STW is provided by a 3m wide unmade access track, running from Silkstone Lane to rejoin the highway two miles to the north. The access track is also a Public Right of Way (PRoW) and provides an alternate access to a small number of residential properties.

Yorkshire Water has recently carried out resurfacing work. However, at the location in question, erosion has caused the bank of the adjacent watercourse, Banks Bottom Dike, to move towards the access track resulting in a near vertical slope. Any further erosion would impact on the width of the access track, but the more immediate concern is the health and safety risk to users of the access track due to structural failure of the bank.

The works proposed are to stabilise the river bank, protect the access track from further erosion and rebuild it in part to ensure safe vehicle access to Silkstone STW.

2. The Development

2.1 Policy Considerations

The Development Plan covering the development location comprises the adopted Local Development Framework (LDF) Core Strategy (September 2011), any 'saved' policies from the Barnsley Metropolitan Borough Council Unitary Development Plan (UDP) (adopted December 2000), which have not yet been superseded by the Local Development Framework, and The Yorkshire and Humber Plan: Regional Spatial Strategy to 2026 (adopted May 2008).

Under the provisions of Planning and Compulsory Purchase Order Act 2004, Barnsley Metropolitan Borough Council are now producing their LDF to replace their UDP. The Core Strategy Development Plan Document (DPD) has now been adopted and so becomes the statutory development plan for Barnsley. Some 'saved' policies from the UDP will continue to be used in determining decisions over new development until they are replaced by LDF documents. **Table 2.1** provides a list of designations and policies from the LDF Core Strategy which are relevant to the determination of the planning application. There is also one 'saved' policy of relevance from the UDP which has not yet been superseded and is detailed in **Table 2.2**.

As the policies within The Yorkshire and Humber Plan are at a strategic level they are not considered particularly relevant to this planning application. Furthermore, the Yorkshire and Humber Plan is due to be scrapped following the Government's stated intention to revoke the Regional Spatial Strategies so the policies in this plan would carry limited weight in any case.

Table 2.1 Designations and Policies Contained Within the Local Development Framework Core Strategy

Designation/Policy	Description	Commentary
CSP 4 Flood Risk	The extent and impact of flooding will be reduced by: 1. not permitting new development where it would be at an unacceptable risk of flooding or would give rise to flooding elsewhere; 2. requiring developers with proposals in Flood Zones 2 and 3 to provide evidence of the sequential test and exception test where appropriate; 3. requiring site-specific Flood Risk Assessments (FRAs) for proposals over 1 hectare in Flood Zone 1 and all proposals in Flood Zones 2 and 3 expecting proposals over 1000 m² floor space or 0.4 hectares in Flood Zone 1 to demonstrate how the proposal will make a positive contribution to reducing or managing flood risk; 4. expecting all development proposals on brownfield sites to reduce surface water run-off by at least 30% and development on greenfield sites to maintain or reduce existing run-off rates requiring development proposals to use Sustainable Drainage Systems (SuDS) in accordance with policy CSP 3; and 5. not culverting or building over watercourses and encouraging the removal of existing culverts wherever practicable using flood resilient design in areas of high flood risk.	Care has been taken when designing the gabion basket placement to follow the existing bank profile and to ensure that floodplain storage is not reduced as a result of the proposed works. Excavation of the existing river bank will cause a slight increase in floodplain storage due to the permeable nature of the gabion baskets. There are no inhabited properties upstream of the proposed development, the only property being buildings for an abandoned mine working, it is considered that these will not be affected by the proposed works.
CSP 34 Protection of Green Belt	The general extent of the Green Belt is shown on the Core Strategy Key Diagram. Its detailed boundaries will be shown on the Proposals Maps which will accompany the Development Sites and Places DPD. In order to protect the countryside and open land around built up areas the extent of the Green Belt will be safeguarded and remain unchanged. The Green Belt boundaries will be subject to localised review only which may result in changes necessary to deliver the borough's distribution of new employment sites as set out in CSP12.	The proposed development is to stabilise the river bank and improve the access track to Silkstone STW making it safe for use by tankers. The proposed development will not reduce the open appearance of the Green Belt.

Designation/Policy	Description	Commentary
CSP 36 Biodiversity and Geodiversity	Development will be expected to conserve and enhance the biodiversity and geological features of the borough by: 1. protecting and improving habitats, species, sites of ecological value and sites of geological value with particular regard to designated wildlife and geological sites of international, national and local significance, ancient woodland and species and habitats of principal importance identified in Section 74 of the Countryside and Rights of Way Act 2000 and in the Barnsley Biodiversity Action Plan; 2. maximising biodiversity and geodiversity opportunities in and around new developments; and 3. conserving and enhancing the form, local character and distinctiveness of the river corridors of the Dearne and Dove as natural floodplains and important strategic wildlife corridors. Development which may harm a biodiversity or geological feature will not be permitted unless effective mitigation and/or compensatory measures can be ensured.	Provided that the recommendations in section 3 of the ecology technical note, which is included with this planning application, are adhered to, it is not expected that there will be any adverse impacts upon habitats or protected species. A tree survey of trees which may be affected by the works proposed is enclosed with this planning application. Any trees which need to be felled will be replaced with trees that are native to the local area so there will be no loss of amenity in this area.
CSP 37 Landscape Character	Development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character Area in which it is located (as set out in the Landscape Character Assessment of Barnsley Borough 2002).	The proposed development is to stabilise the river bank and improve the access track to Silkstone STW making it safe for use by tankers. The proposed development will not harm the visual amenity of the landscape or area.

Source: Barnsley Local Development Framework Core Strategy

Table 2.2 Designations and Policies Contained Within the UDP

Designation/Policy	Description	Commentary
Area of Borough Landscape GS13, WR12	Conservation and Enhancement will be extremely important considerations. Development only allowed if: - no loss of valuable landscape features - the nature, form and design of the development is sympathetic to the area - the character and appearance of the area is conserved and enhanced	The proposed development is to stabilise the river bank and improve the access track to Silkstone STW making it safe for use by tankers. The proposed development will not reduce the open appearance of the Green Belt or harm the visual amenity of the landscape or area. There are trees which need to be removed. However, these will be replaced with native species to ensure no loss of amenity in this area.

Source: Barnsley Metropolitan Borough Council UDP

2.2 Design and Access

The proposed development is for the improvement of the access track to Silkstone STW due to the existing access track being at risk from erosion of the river bank. Various designs have been considered by our engineers with the preferred option being the construction of a gabion wall which will stabilise the existing river bank, protect it from further erosion and enable the width of the road surface to be reinstated. This will ensure that tankers and general traffic can safely access Silkstone STW.

Consultation has been undertaken with the Barnsley Highways Development Control department (*personal correspondence*, Kevin Ellam, Assistant Engineer, email 19/10/10) to ascertain their requirements and these have been incorporated into the design of the new access track. The PRoW will need to be closed for the duration of the works which is anticipated to be approximately one month. The alternative access to Silkstone STW from the highway two miles to the north will be used by Yorkshire Water traffic.

The proposed works will require the removal of trees which are subject to a Tree Preservation Order. Consultation has been undertaken with the Tree Protection Officer (site meeting 9/12/10) regarding the impact on trees and the design was subsequently altered in order to retain one tree subject to a TPO. Mitigation measures, such as replanting and protection during the construction works, have also been incorporated.

The access track will be reinstated following construction. Further information about the proposed works to the access road can be found on **Drawing No. 2010/D0023/10/1011/B** enclosed with this application.

Subject to securing planning consent, it is expected that the construction works to the access road will take approximately 1 month to complete.

3. Conclusion

The proposed development is to stabilise the river bank, protect the access track from further erosion and rebuild it in part to ensure safe vehicle access to Silkstone STW. The planning application is considered to meet all relevant planning policy in the Local Development Framework Core Strategy and the 'saved' policies from the Barnsley UDP.