
2023/0406

Applicant: On behalf of Nexus Multi Academy Trust

Extension to school to form additional classrooms, including amendments to existing highways access

West Riding School, Ardsley Road, Worsbrough Dale

Site Description

The application site relates to the former Worsbrough Youth Centre, located off Ardsley Road in Worsbrough Dale, with the wider site previously being used for Elmhirst School, prior to it being demolished in 2019. The building is rectangular in shape measuring 21m x 18m, with the front elevation facing South into an area used as a hard surfaced parking area, which is bounded by metal palisade fencing. The access into the site is from Ardsley Road, running North to South, and previously served the youth centre and the former school. The access is to the North-West of the building itself, lead to a fork which serves the youth centre to the East and existing residential properties to the West. There is a North to South slope from Ardsley Road meaning that the building and the site in general is at a lower level than Ardsley Road. The site is located in the Green Belt, in a fairly remote location, off the main part of Ardsley Road which is in the Urban Fabric and is primarily residential.

The building was converted into an education facility from a former Youth Centre under application reference 2022/1296.

Relevant Site History

B/95/0549/WB – Erection of 2.4m high palisade security perimeter fencing (Historic)

B/02/0541/WB – Installation of security roller shutters (Historic)

2007/0463 – Erection of temporary classrooms (Approve with temporary period)

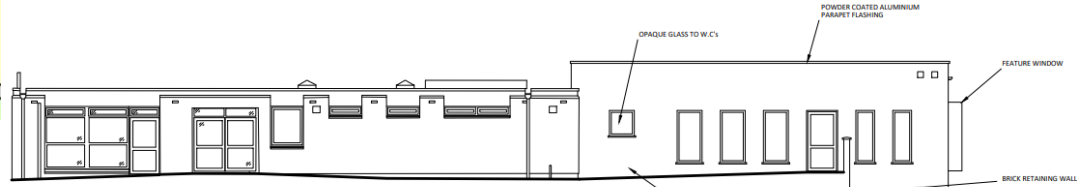
2022/1296 – Change of use to Class F1(a) - Provision of Education as a Special Educational Needs and/or Disabilities (SEND) school with external alterations to the building and to the external areas of the site including the car park and footpath layouts (Approved with Conditions)

Proposed Development

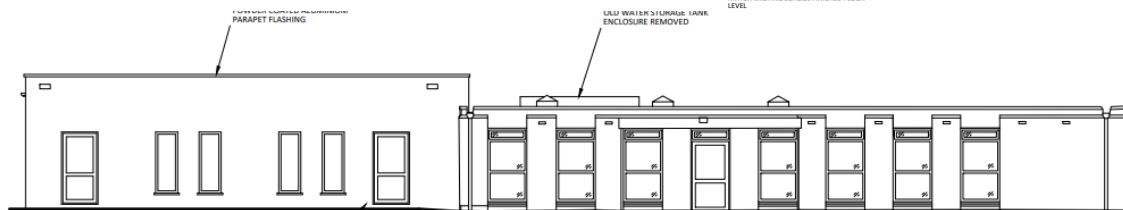
The applicant seeks approval for a single storey extension to the education facility (approved under application ref. 2022/1296) and is considered to be phase 2 of the development of the site for the educational facility. The extension is attached to the existing Eastern elevation of the building, projecting a total of 13.5m, with a length of 18.3m, creating an additional footprint size of 248sqm. The height of the extension is 4.3m measured from the South (front elevation) constructed from matching brick walls, matching UPVC windows, power coated aluminium external doors and a single ply rubber membrane flat roof. The extension will create 3 additional classrooms, a meeting room, a breakout space and toilets. The capacity of the educational facility will be increased from 24 pupils to 50 pupils and will support 5 additional full-time jobs.

The proposed development also includes alterations to the access/junction with Ardsley Road. Specifically, the vegetation will be removed, the existing wall will be modified/removed and a new pedestrian crossing will be installed.

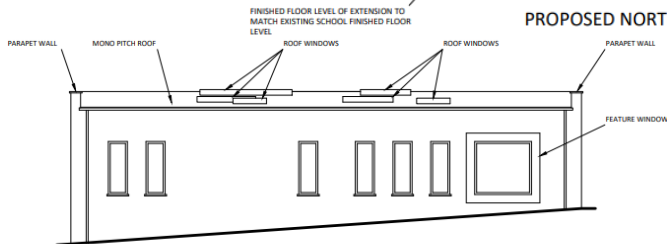
Proposed Extension:



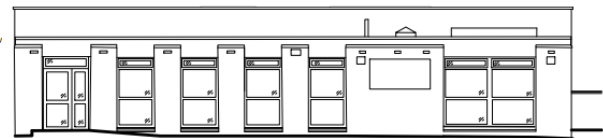
PROPOSED SOUTH (FRONT) ELEVATION



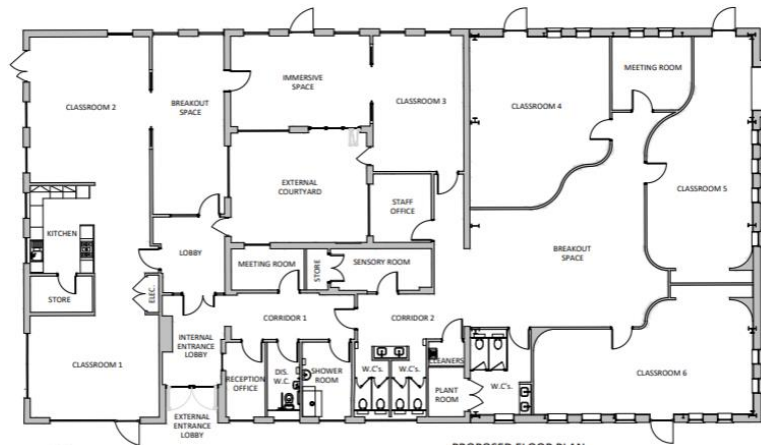
PROPOSED NORTH (REAR) ELEVATION



PROPOSED EAST (SIDE) ELEVATION

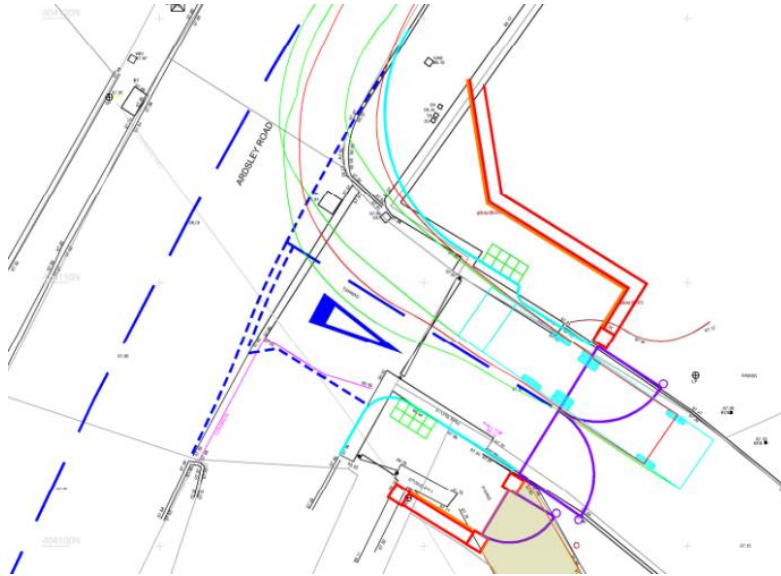


PROPOSED WEST (SIDE) ELEVATION



PROPOSED FLOOR PLAN

Proposed Highways Alterations:



Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The Local Plan (adopted January 2019), alongside the Joint Waste Plan and relevant neighbourhood plans, form the statutory development plan for Barnsley. It establishes policies and proposals for the development and use of land up to the year 2033 and will be used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley. The Local Plan supersedes the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

The Local Plan review was approved at the full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027 or earlier if circumstances, require it.

Local Plan

The Local Plan was adopted by the Council in January 2019 and the Council has also adopted a series of Supplementary Planning Documents which are other material considerations. The National Planning Policy Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application.

In reference to this application, the following policies are relevant:

SD1: Sustainable Development

GD1: General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents.

D1: High Quality Design and Place Making – Development is expected to be of a high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

T4: New Development and Transport Safety – New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Poll1: Pollution Control – 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 a nuisance to the natural and built environment or to people. Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

BIO1: Biodiversity and Geodiversity – Development will be expected to conserve and enhance the biodiversity and geological features of the borough. Development will be expected to conserve and enhance the biodiversity and geological features of the borough

GB1: Protection of Green Belt – The detailed boundaries are defined on the Policies Map. Green Belt will be protected from inappropriate development in accordance with national planning policy.

GB2: Replacement, extension, and alteration of existing buildings in the Green Belt - Provided it will not have a harmful impact on the appearance, or character and will preserve the openness of the Green Belt, we will allow the following development in the Green Belt:

Replacement buildings where the new building is in the same use and is not materially larger than that which it replaces.

Extension or alteration of a building where the total size of the proposed and previous extensions does not exceed the size of the original building.

Dividing an existing house to form smaller units of accommodation.

All such development will be expected to:

Be of a high standard of design and respect the character of the existing building and its surroundings, in its footprint, scale and massing, elevation design and materials; and

Have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway safety

RE1: Low Carbon and Renewable Energy – All developments will be expected to seek to incorporate initially appropriate design measures, and thereafter decentralised, renewable or low carbon energy sources in order to reduce carbon dioxide emissions and should at least achieve the appropriate carbon compliance targets as defined in the Building Regulations.

Poll1: Pollution Control and Protection - 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 a nuisance to the natural and built environment or to people. The Council will not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.

NPPF

The National Planning Policy Framework (NPPF) 2021 sets out the Government's planning policies for England and how these are expected to be applied.

At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole.

Consultations

Biodiversity Officer – Two Responses:

Initial Response - The submitted Preliminary Ecological Appraisal (PEA) Report has been assessed and the findings/conclusions are acceptable. The development should be carried out with the recommendations within the report, alongside the additional biodiversity mitigation and enhancement measures.

Second Response – Upon receipt of the additional information (lighting scheme and integrated bat and bird box information) as requested in the PEA report, the details were considered sufficient to not require a pre-commencement condition attaching to any forthcoming decision notice. It is

understood that a more integrated landscaping scheme will be completed as part of a later phase 3 project to the site, but this is not to be submitted or considered at this stage. This arrangement is considered to be acceptable.

The Coal Authority – Concluded with the conclusions of the Coal Mining Risk Assessment (CMRA) which required that additional investigation surveys are completed, submitted and agreed by the LPA prior to development commencing. The agent provided this information at application stage (Dated August 2023) which were assessed by the Coal Authority with no objection raised to the proposed development.

Forestry Officer – A tree survey was not submitted to support the development but looking at the information and photographs of the site, the extension or use of the existing access will not require the removal or significant pruning works to any trees on site. However, the highway junction alterations will require the removal of small self-set trees/vegetation. This is not a cause for concern, but tree protection measures are required to ensure that the construction works for the highway alterations will not detrimentally affect the larger trees on the access. A tree protection plan has been submitted which the Forestry Officer did not object to subject to a condition to ensure that the document is complied with.

Highways Drainage - No objection raised.

Highways DC (Two responses):

Initial response – Swept path analysis has been provided, demonstrating that a refuse vehicle can satisfactorily access and egress the site utilising the proposed amended site access junction. The highways improvement is seen as a betterment to the existing arrangement on site, which is used to serve the existing educational facility. Additionally, the proposal seeks to clear the footpath from overgrown shrubbery to reinstate its use which are welcomed. It is noted, however, that there will be issues to resolve regarding land ownership within the vicinity of the access with the adjacent layby not forming part of the adopted highway. There are land ownership issues that the applicant needs to be aware of.

Second Response - Further to the issue raised in the initial comment and following discussions with the applicant/agent, it is confirmed that the footway to the rear of the adjacent layby does not form part of the adopted highway. It is therefore suggested that the current extent of adopted highway across the site access remains as it is, regardless of the proposed improvement works. This would also negate any potential problems regarding drainage because the site access begins to slope beyond the current limit of adoption and if this area were to be adopted as previously suggested then the problem would arise whereby part of the (newly) adopted highway would be draining onto private land which would not be acceptable. Metal demarcation studs could be used to delineate the edge of the adopted highway and could be installed as part of the S278 works. This solution would however require a small area of land (indicated in orange on the image below) to be dedicated as public highway. The aforementioned metal studs delineating the extent of the adopted highway could continue across the new footway. With the edge of the adopted highway being indicated by the presence of metal studs, it is felt that pedestrians would have the choice whether to use the new pedestrian crossing facility (which deviates a little off the desire line) or to cross in the same manner as they currently do. It is not considered that the proposed access improvement scheme necessitates pedestrians to enter private land, they may however choose to do so. The proposals are therefore considered to be acceptable from a highways point of view subject to conditions.

Pollution Control – No objection subject to conditions.

South Yorkshire Mining Advisory Service – The originally submitted information did not actually constitute a CMRA and advised that the Council follows the advice given by the Coal Authority. Upon receipt of the mining report, no objection was raised, with the mining legacy risks considered to be low and planning conditions are therefore no longer required in this regard. The Coal mining standing advice should be attached to the decision notice.

Yorkshire Water – No comments received.

Representations

Neighbour notification letters were sent to neighbouring properties and a site notice placed nearby; no comments were received.

Assessment

Principle of development and Impact on Green Belt

The site is located within the Green Belt. Local Plan policy GB2 is therefore relevant which relates to extensions and other alterations to existing buildings within the Green Belt. The policy states that extensions or alterations of a building are acceptable when the existing and proposed extensions does not exceed the size of the original building (in 1948 or whenever the building was constructed, whichever is later). This is measured in floorspace using the external footprint of the building. The building was formerly Worsbrough Youth Centre which has not undergone any extensions to increase the size of the building. The total size of the proposed extension is 248sqm compared to the existing footprint which is 378sqm. Therefore, the increase in floorspace is 66% and the 100% is not exceeded through the development meaning that the main part of the assessment of Local Plan Policy GB2 is complied with. This is subject to the development being a high standard of design and not having an adverse impact on visual amenity, highways safety or the amenity of local residents. All of these elements will be assessed in the following sections, but otherwise the proposal is acceptable in principle.

Residential Amenity

The change of use of the building to an educational facility has already been approved under the previous application (2022/1296) and is now operational. The proposed development is for an extension projecting from the Eastern side elevation of the building which would increase the capacity of the building from 24 pupils to 50, as well as facilitating 5 new full-time jobs.

The extension is located 70m to the South of the nearest property on Ardsley Road (no. 50) with the other properties located on the Northern side of Ardsley Road (adjacent to the site access) being in excess of 100m to the North. These distances are significant enough to ensure there will be no direct overshadowing, overbearing, or overlooking impact onto neighbouring properties and this meets the criteria within the Council's SPD for Residential amenity and the Siting of Buildings. The use of the site/building for an educational facility has been established through app ref. 2022/1296 and the proposed extension is to support an expansion of this use and was always intended as a 'Phase 2' development to the site. The development will lead to an increase in the noise and general disturbance from the site, however the submitted planning statement indicates that the access to the existing site/use is currently suitably managed with the majority of pupils (20 out of 24) dropped off and picked up by a funded minibus. This relationship will continue and the anticipated rise in pupil number will result in the requirement for a sole additional minibus with parental drop offs accommodating the remaining pupils. As such, the educational facility will not result in children walking to and from the facility and the proposed development is not considered to result in a significant rise in the disturbance to neighbouring properties/residents.

Additionally, an educational facility is not considered to be an inherently noisy use on its own with the majority of activity taking place inside the building itself, and the facility will be open for teaching at typical school hours (8.30am to 3:30pm Monday-Friday) which is acceptable and will limit any impact on neighbouring properties. However, some allowance will need to be given for staff arriving earlier in the morning and leaving later at night and a condition will be placed for the facility not to be used outside of the hours 07:30am-6pm on weekdays.

The proposed development is considered to be in compliance with Local Plan Policy GD1 and the SPD for Residential Amenity and Design of Buildings.

Highways Safety

The access into the site is existing and its use for an educational facility has already been approved under the previous change of use application (ref. 2022/0406). The site plan shows that the site contains 28 parking spaces, with an additional 2 x disabled bays, a 'no parking' drop off zone and a minibus parking/dropping off area. A new bicycle storage area is also proposed within the car park.

The Council's Parking SPD states that the number of parking spaces recommended for schools/educational facilities is 1 space per 3 teaching staff and 1 space per 3 non-teaching staff. The proposed extension will increase the full-time members of staff to 18, meaning that the parking provision is well in excess of what is recommended in the Parking SPD. The applicant has also submitted a detailed Design & Access Statement which provides justification of the parking and access strategy serving the proposed extension/use. Additionally, a transport statement has been provided. The details of which confirm that the extension will cater for an additional 26 pupils, a total of 50. The majority (20) of the existing pupils are dropped off and picked up from the site with funded minibuses, with the remaining number (4) picked up by parents. A very similar arrangement will continue despite the increase in the number of pupils and will be accommodated by

an additional minibus which has a dedicated drop off point. One additional minibus will result in a minor increase in the vehicular movements to and from the site, and this arrangement has been supported by colleagues in Highways DC.

In terms of the proposed alterations to the highway junction/access, colleagues in Highways DC have been consulted on these proposed works at an early stage and have not objected to the alterations. The works include the removal of self-set trees/vegetation, remodification of the boundary walls to improve visibility and the creation of a safer pedestrian crossing with tactile paving. The works are considered to be an improvement and Highways DC have not objected to the proposed alterations, subject to further details being submitted and agreed with Highways through section 278 which will be conditioned. It is considered that the access alterations are an improvement on the existing and will result in better visibility for road users and create a safer pedestrian crossing.

The proposed development is in compliance with Local Plan Policy T4 and the Parking SPD and is acceptable in terms of highways safety.

Visual Amenity

As mentioned above in the Green Belt calculations, the proposed extension is not considered to be excessive in terms of footprint or projection, resulting in a c.66% increase in the footprint size of the building. The design characteristics of the extension is clearly to match the existing character and external appearance of the building, with a flat roof, similar fenestration details and matching building materials.

The height of the extension is greater than the existing roof by 1m, which is slightly atypical as extensions are typically directed at being a lower height than the buildings they are attached to which ensures they appear sympathetic. However, in this case, the extension is restrained in its overall scale and height, with a flat roof with a maximum height of 4.25m. The site is located in a fairly isolated location, off Ardsley Road, with is at a higher level than the site itself which reduces visibility into the site/extension.

The existing access into the site is somewhat dated with the highways alterations seeking to modernise the access as well as making it safer for users. Further details are to follow through a planning condition however, the improvement works to the access is considered to have a neutral, if not positive, impact on the visual amenity of the area. The alterations will require the removal of small self-set trees and vegetation on the junction access which is not a cause for concern in terms of visual amenity. The larger trees on the access itself will be retained and protected through tree protective barrier fencing.

The proposed development is considered to be acceptable in terms of visual amenity.

Impact on Trees

The proposed extension does not have a direct impact on the trees on the site, and the access into the site is as existing with the exception of minor cleaning up works proposed to remove overhanging branches, shrubbery and mulch which has accumulated on the surfacing. The proposed access improvements will require the removal of smaller self-set trees and vegetation, which are not a cause for concern and the Forestry Officer has not objected to the removal of such. However, protection is necessary for the larger trees on the access itself and a tree protection plan has been submitted and assessed by the Forestry Officer with no objection raised.

Coal Mining Risk

The site is located in a high-risk development area from coal mining legacy/land instability. As such, colleagues in YSMAS and the Coal Authority have been consulted on the proposal and provided comments to the originally submitted Coal Mining Risk Assessment (CMRA). No objection was received subject to further information and an investigative report. This is normally covered through a pre-commencement condition however the applicant provided the information as part of the application stage which has been assessed by TCA and SYMAS with no objection raised.

Impact on Ecology

A preliminary ecological appraisal (PEA) report was submitted in support of the application, which colleagues in Ecology assessed and raised no objection subject to the recommendations in the report being complied with and several additional biodiversity mitigation and enhancement measures being undertaken. The details of which include the installation of at least 1 integrated bat roosting box and integrated swift box, a sensitive lighting scheme and a landscaping scheme. The first two aspects have been submitted by the agent at

application stage which have been assessed by colleagues in Biodiversity who raised no objection. The agent provided information and an indicative plan that showed that a more integrated and thorough landscaping scheme is to follow at a later (phase 3) stage of the project for the educational facility. This arrangement was considered to be suitable by colleagues in Ecology and no objection was raised.

Conclusion

The proposed development seeks to extend the education facility, projecting off the Eastern elevation of the building, with a floorspace creation of 247sqm which is a 66% increase compared to the existing building. The site is located within the Green Belt and the proposed extension is within the 100% restriction for extensions to existing buildings within the Green Belt and is in compliance with Local Plan Policy GB2 subject to good design which does not have an adverse impact on visual amenity, highways safety or the amenity of neighbouring properties.

The proposed design of the extension matches the existing, with similar fenestration details and external materials yet the roof height is 1m higher. This is not considered to have a detrimental impact on the character of the existing building or surrounding area given the site is fairly isolated, off Ardsley Road and a lower level than the main road. The design is considered to be acceptable given it relates well to the existing building and the lack of prominence in the street scene given its isolated location and restrained roof height. The nearest residential property is 70m to the North and the extension would have very little/no direct impact on the amenity enjoyed by neighbouring properties through overshadowing, overlooking or loss of outlook. The development would increase the pupil numbers to 50 and provide an additional 5 full time jobs, however the extension is to support the existing educational which is not inherently noisy and will be facilitated almost entirely inside the building, in typical school hours. The applicant has submitted a detailed Design & Access Statement which indicates that the majority of the existing pupils are dropped off and picked up from the site via minibus with the remaining pupils by parents. The proposed rise in numbers will be facilitated by an additional funded minibus.

The proposed development includes highway alterations works to the site access junction with Ardsley Road. This is considered to be an improvement to the access, with no objection raised by Highways DC subject to full details being submitted and agreed with the LPA including the entering of a Section 278 agreement. A condition will be attached to the decision notice to ensure that this occurs prior to commencement of the highways alterations. Highways DC have also recommended other conditions to control the impact of the development. Other colleagues in Ecology, The Coal Authority and SYMAS have not raised any objection to the proposal in regard to the submitted information, subject to conditions.

The proposed development is considered to be acceptable and is recommended for approval.

Recommendation

Approve with Conditions

Conditions:

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.
- 2 The development hereby approved shall be carried out strictly in accordance with the following amended plans and documents:
 - Proposed Site Location Plan (Ref. 8033-W8-ZZ-DR-A-2001-S4-P01)
 - Proposed Site Plan (Ref. 8033-W8-ZZ-DR-A-2003-S4-P02)
 - Proposed Floor Plans (Ref. 8033-W8-02-GF-DR-A-2004-S4-P02)
 - Proposed Elevations including details of windows, external materials and finished floor levels (Ref. 8033-W8-02-XX-DR-A-2006-S4-P02)
 - Proposed Elevations including details of bat and bird boxes (Ref. 8033-W8-02-XX-DR-A-2008-S4-P01)
 - Proposed Roof Plan (Ref. 8033-W8-02-01-DR-A-3009-D4-P01)
 - Proposed Tree Protection Plan (Ref. 8033-W8-02-ZZ-DR-A-2007-S4-P02)
 - Coal Mining Risk Assessment (Dated June 2023)
 - Intrusive Coal Mining Report (Dated August 2023)
 - Planning Statement

- Preliminary Ecological Appraisal Report (Ref. ER-6379-01)
- Proposed Horizontal bicycle storage details
- Proposed Highways alterations - Refuse vehicle egressing site (Ref. 2023294-DPLSK008)
- Proposed Highways alterations - Refuse vehicle egressing site (Ref. 2023294-DPLSK009)

and specifications as approved unless required by any other conditions in this permission.
Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1 High Quality Design and Place Making.

- 3 The proposed development shall be constructed from the following external materials:
 External Walls - Red brick to match existing building
 Windows - UPVC
 External Doors - Power Coated Aluminium
 Roof - Single Ply Rubber Membrane
 Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.
- 4 The highways improvement works shall not commence until full engineering, drainage and constructional details of the proposed site access improvement scheme have been submitted to and approved in writing by the LPA.
 Reason: To ensure that the site access is upgraded in good time and to a satisfactory standard for use by the public in the interests of highway safety.
- 5 The development of the highway improvement works hereby permitted shall not be brought into use until the proposed site access improvement scheme has been completed in accordance with the details approved in writing by the Local Planning Authority.
 Reason: In the interests of highway safety and the free flow of traffic in accordance with Local Plan Policy T4 New Development and Transport Safety.
- 6 Any gates shall be set back from the edge of the public highway and designed to only open inwards and be permanently maintained as such.
 Reason: In the interest of highway safety, in accordance with Local Plan Policy T4 New Development and Transport Safety.
- 7 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.
 Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Local Plan Policy T4 New development and Transport Safety.
- 8 All surface water run off shall be collected and disposed of within the site and shall not be allowed to discharge onto the adjacent highway.
 Reason: In the interests of highway safety in accordance with Local Plan Policies T4 New Development and Transport Safety and POLL1 Pollution Control and Protection.
- 9 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.
 Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.

Informative(s):

- 1 The granting of planning permission does not affect the status of species such as owls and bats, which have protection under other legislation. These may be present and it is the applicant's responsibility to seek advice on how to avoid damaging operations. Further advice can be obtained from the Countryside Unit in the Planning & Transportation Services, on 01226-772576, or directly from www.naturalengland.org.uk

- 2 Any highway retaining wall structures will require technical approval in accordance with the approval procedure based on DMRB CG300. The developer will be responsible for preparing and submitting the AIP, with the technical approving body being the Highway Authority. The approval procedure is to be followed for the construction or alteration of any highway structure whether to be adopted or not.
- 3 The development hereby approved includes the carrying out of work on the adopted highway by way of an access improvement scheme which includes land being dedicated as public highway. The works also include a means of delineating the extent of the adopted highway by the use of metal demarcation studs. You are advised that before undertaking this work you must enter into a highway agreement with the Council under S278 of the Highways Act, 1980, specifying the extent of works and the terms and conditions under which these are carried out. Fees are payable for the drafting of the agreement, approval of the highway details and inspection of the works. For more information or to apply, please contact Highways Development Control at email HighwaysDC@barnsley.gov.uk or call to 01226 773555.
- 4 The development hereby approved includes the creation of/carrying out of alterations to vehicular access(es). You are advised that before undertaking work on the adopted highway you will require a Section 184 licence from the Highway Authority. The works shall be to the specification and constructed to the satisfaction of the Highway Authority. Fees are payable for the approval of the highway details, and inspection of the works. Further information and an application form are available on the BMBC website at <https://www.barnsley.gov.uk/services/roads-travel-and-parking/parking/dropped-kerbs/> or please contact at email Streetworks@barnsley.gov.uk or call to 01226 773555.
- 5 If any unrecorded routes have been used unchallenged by the public for 20+ years, or for a lesser period under common law, those routes may have acquired public access rights. Members of the public may apply to have such rights formally recorded and if an application is made, the Council has a legal duty to research the claimed rights and reach a decision based exclusively on the available evidence about the status of the claimed routes. If such an application is made and accepted, the route would have to be accommodated within any development proposals. If the applicant has questions about any unrecorded routes, they should contact publicrightsofway@barnsley.gov.uk to discuss.