Ref 2021/0747

Applicant: Mr John Sanderson – Pitstop Productions

Description: Demolition of existing buildings and construction of sound design creation centre

Site Address: Land of Windhill Lane, Staincross, Barnsley

February Meeting Update

Members will recall this application was referred to PRB in January and that the decision was deferred. At the meeting Members posed questions regarding the scheme and the need for it in this location. The applicant has provided a statement in response which is available on the planning explorer website, with the main points summarised below:

The uniqueness of the sound design creation centre, as proposed, is to allow a seamless, time efficient, cost effective process to record sounds both inside and outside and be able to put them straight into the game's computer engine. Recording sound outside, in close proximity to the building, allows Pitstop to:

- Improve the sound quality and detail that makes up the sound design in the video games being worked on.

- Make it easier to make changes in the recording process

- Create a fast, efficient process of creating and making detailed sound changes.

The Sound Design Creation Centre allows for instantaneous evaluation of recorded sounds, and the ability to immediately rerecord. By being able to put the recording sound straight into the visual medium of the game, it is possible to assess it and identify quickly if something is not right, then re-record the sound or alter the sound being recorded through changing microphone positions and / or altering the way the sound is being made. This is much more efficient and sustainable than the trial and error method of 'field recording', which results in multiple trips backs and forth between sites and the studio to achieve what's required

This unique flexible process would only work with a facility that allows a space where indoor and outdoor sounds can be recorded. Locating the two separately would not deliver the same benefits in terms of this being a unique facility.

a) It sets the company apart from its competitors,
b) It's a unique service
c) It attracts companies from all over the world to want to work in this way.
d) It means students/ sound design professionals can experiment and learn techniques that can be reviewed instantly.
e) It raises the bar on what Pitstop does to another level

By having this outdoor and indoor connectivity, Pitstop can efficiently make sound-scapes that are high in quality, and this level of detail and flexibility means the

game's sound quality is significantly improved. The proposed SDCC will set the company apart from competitors for this reason.

Looking to noise issues associated with the site, Members queried why this site is suitable when other sites with background noise were discounted and the level of noise disturbance likely to emanate from the site.

Members will recall that, Enterprising Barnsley provided a range of potentially suitable alternative sites which were discounted by Pitstop either because they did not have outdoor space available, were not well located to their existing offices, were too big, had planning permission / applications for other uses, or were in a location where industrial noise pollution would make the processes impossible. Taking account of the characteristics of the proposed site, it was felt there was insufficient information to judge this latter reason for discounting site.

In response, Pitstop have confirmed that the site does not need to be silent, but it does need to have sufficient space where sound can be recorded, with no Major continuous/regular noise interference such as heavy plant machinery, HGV wagons, proximity to a railway, loading and unloading of goods etc. The site, in Staincross, does have some road noise but this is not continuous, and the building will provide some shielding. The applicant has reiterated that they are confident the existing noise environment will not present an issue for external recording and any sounds which require a silent environment would be recorded inside.

With regards to noise from the site impact on the wider area, the applicant has provided an example list of sounds likely to be recorded ranging from footsteps on different surfaces and environmental sounds such as wind or rain to noisier sounds like hammering, engine noises or breaking glass. They have confirmed that they will not be recording firearms or explosions on the site.

The sounds would be in short bursts and not over prolonged periods so that disturbance is minimal. In addition, sound creation is a process whereby the sound engineers layer different recordings of sounds to create louder noises in the game. This skill in merging and editing sound allows them to build a sound experience in the games without necessarily needing to record larger sounds.

On this basis the applicant does not feel that the likely noise emitted from the site would warrant a noise assessment, and it should be noted that Regularity Services have not requested one. Notwithstanding this, the applicant has agreed to a condition limiting the noise levels on the site which has been added to the conditions at the end of this report.

Finally, Members queried the scale of the building and need for it to be two storeys.

The presence of a coal mine shaft on the site with its associated exclusion zone is a constraint to the developable area available which impacts on the footprint of the building. In terms of space requirements, Pitstop has stated that they often work under a Non-Disclosure Agreements, (N.D.A.) and many clients demand that separate space is used for their games, where only the designated team working on that project can function. When this is combined with the agreement to work closely with Barnsley College, creating spaces where students can, with the support of Pitstop, learn their craft, it drives up the accommodation requirements.

In addition, the building design includes a double height space where large objects can be recorded safely indoors, including dropping items from a height.

These various constraints and requirements have driven the need for a two storey building.

The applicant has also reiterated the benefits associated with the proposed soft landscaping which has been designed to maximise biodiversity on the site and achieve 10% net gain. This would be impacted by any requirement for the building to be single storey, whilst achieving the same internal space.

With regards to reducing the overall height of the building, the applicant's topographical survey confirms that the site rises from the road level upwards to circa 2m higher at the front of the building and circa 5m at the rear. Therefore, some levelling will be required, to create a flat platform for the building and it is envisaged this would result in a lower finished floor level i.e. the building would be cut into the landscape. At this stage it is not known to what extent the levels would be reduced on site but this can be controlled through a condition which requires the detailed levels to be agreed pre-commencement. An informative has been added to reiterate to the applicant that the LPA will expect the developer to evidence that they have achieved the lowest finished floor levels possible, taking account of site constraints and other level requirements such as those related to highways and drainage.

The remaining report assesses the scheme against Local Planning Policy and remains as per the previous meeting subject to some updates on consultee comments.

Site Description

The application site is an open field to the north of Windhill Lane, Staincross. Measuring 0.92 ha, the land rises northwards from the road towards the fields to the rear which continues to rise.

There are residential properties to the south, on Windhill Lane and an isolated property to the north west. To the east is another field between the site and Warren Lane and beyond this an area of open fields with some larger detached houses and bungalows on Warren Lane. To the north is open agricultural land.

The site is generally green and open with some buildings located centrally within it. These are built from a mix of materials including wood, metal sheets and brick and are not in a good state of repair. Trees are sparce and largely limited to the edges of the site.

Proposed Development

It is proposed to clear the site and erect a sound design creation centre. This would be used to record indoor and outdoor sound effects to be used in the audio design of video games.

The building footprint is 31.2m x 17.8m (internal measurements) with a height to the eaves of 7m. It has a steel-clad pitched roof, and the elevations are proposed to be clad in timber.

Internally the facility will comprise a full height recording hall, 7 mix rooms, a recording room, meeting rooms and storage as well as toilets, showering and kitchen facilities. Externally, there will be 4 sound booths, a hoist and pit as well as a small pond. These are located to the rear and used for external sound recording.

Planning History

2019/1198 - Confirmation that the existing structures on the site are lawful and the site is previously developed land – Refused as insufficient evidence, specifically related to if the site is classed as previously developed land and not agricultural in use. NB the buildings show on aerial images back to 2002.

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 new Local Plan was adopted at the full Council meeting held 3rd January 2019. In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision making process.

Local Plan

The site is allocated as Green Belt as identified on the Policies Map.

Local Plan Policy GB1 applies and seeks to protect the Green Belt from inappropriate Development in line with National Planning Policy.

In addition, the following Local Plan polices are relevant to this application:

SD1 Presumption in favour of sustainable development
GD1 General Development
LG2 The Location of Growth
E1 Providing Strategic Employment Locations
E2 The Distribution of New Employment Sites
E6 Rural Economy
T3 New Development and Sustainable Travel
T4 New Development and Transport Safety
D1 High Quality Design and Place Making
LC1 Landscape Character
BIO1 Biodiversity and Geodiversity
CC1 Climate Change
CC2 Sustainable Design and Construction
CC3 Flood Risk
CC4 Sustainable Drainage Systems
CC5 Water Resource Management
RE1 Low Carbon and Renewable Energy
CL1 Contaminated and Unstable Land
Poll1 Pollution Control and Protection

SPDs

Biodiversity and Geodiversity
Trees and Hedgerows
Sustainable Travel
Residential Amenity and the Siting of Buildings

NPPF

The National Planning Policy Framework 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 the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Paragraphs of relevance to this application include:

C.6 Building a strong, competitive economy – 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.

In supporting a prosperous rural economy, planning decisions should enable the sustainable growth and expansion of all types of business in rural areas both through conversion of existing buildings and well-designed new buildings.

Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

C.9, Promoting Sustainable Transport –

In assessing sites specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Para.111 – Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

C.13 Protecting the Green Belt – great importance is attached the Green Belts with inappropriate development being by definition harmful and not approved except in

very special circumstances. A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt

C.15 Conserving and Enhancing the Natural Environment –

Para.174 – planning policies and decisions should contribute to and enhance the natural and local environment by (amongst others)

- minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Para.180 – When determining planning applications, local planning authorities should apply the following principles:

- 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.

<u>Barnsley Economic Renewal Action Plan</u>

Identifies that whilst Barnsley is a proud market town encompassing six principal towns and other settlements with a rich industrial heritage. It is also a Borough which has much greater ground to make up than other places in the national transition to a service and knowledge-based economy with significant levelling-up opportunities existing.

The recent COVID Pandemic is acknowledged to have been a particular challenge to Barnsley because of legacy issues such as lower than average levels of economic activity, health inequalities and deprived communities. The Renewal Action Plan aims to provide immediate help for local people, employers and places, and puts us on the road towards social and economic renewal.

Prospects & Issues for People –

Pre -2020, the plan identifies that there are increasing numbers of people entering the work force with basic qualifications but the development, attraction, and retention of people with skills for higher-value work remains a key challenge – the gap in numbers of people with a degree or equivalent is growing between Barnsley and the wider labour market.

During 2020-2021, Barnsley's economic structure means a significantly lower proportion of the workforce has been able to work from home under lockdown compared to other local economies: 34% in Barnsley compared to the national average of 42%, and much higher rates in city economies such as nearby Sheffield (44%) and London (48%). The job market is currently more competitive, requiring applicants to differentiate themselves; it is harder for new entrants lacking the ability to evidence the application of these skills in practice.

After 2021, the final effect of the pandemic will not be known for some time; the Job Retention Scheme is holding back the worst of the impacts. The effect for a 'catching up economy' will be very significant. If every job on furlough at the end of 2020

(10,500) is made redundant in May 2021, it would eliminate all jobs growth since 2014 – even before the effect on self-employment. In communities in Barnsley where access to employment is already a challenge, the post-pandemic economic effects on the experience of deprivation are unfortunately likely to be regressive without targeted support and intervention. The labour market, already starting to hollow out; will widen inequalities, bringing concerns around inclusion and diversity, pushing disadvantaged groups further away from work. In the short term there may be fewer roles, but as companies recover roles will emerge and these will require roles more strategic and professional skills will be needed. Qualifications will become ever more important to differentiate people in the job market. Technical skills will increase in value and evolve as new technologies emerge, occupations will shift, and the nature of activities will change to pair humans with machines as technology augments the workforce.

Trends & Issues for Employers and Business –

Pre 2020 The structural economic legacy of widespread employment in state-owned industry and large-scale manufacturing firms, has left Barnsley catching up in terms of the size and diversity of its business base. There are almost 40% fewer businesses per head in Barnsley than across England. But, pre-pandemic, great strides were being made to close the gap. Growth in the number of businesses outstripped local, regional and national averages between 2016 and 2020. In recent years, businesses in Barnsley have also been more likely to survive the first three years of operation than across the wider economy. Historically, our structural legacy led to low levels of enterprise, with extra efforts and support required to encourage private business development. The culture of enterprise in Barnsley has been developing well in recent years with the support of the successful Launchpad programme. Prior to the pandemic, the business start-up rate improved for three consecutive years.

During 2020-2021 Barnsley has continued to secure and deliver large-scale private sector investment in new economic activity throughout the pandemic. This includes a £40m expansion of a PLC headquarters and manufacturing facility at Grimethorpe and a £60m investment in new parcel distribution hub at M1 Junction 36. But the enforced closure of certain sectors, together with Brexit uncertainty slowed investment decisions and resulted in a 50% reduction in enquiry levels. The pandemic also slowed completion of speculative commercial property developments, which has limited the number of new premises being available to the market. The corporate target for inward investment successes was reduced from 45 to 24 companies, to reflect the challenges of 2020.

After 2021- The post-COVID business landscape will vary across sectors, depending on the specific effects of Covid-related business interruption and levels of demand. Whilst many businesses are likely to see some contraction – or at least consolidation – some employers in Barnsley, such as in engineering and manufacturing report increasing orders and turnover. We will create the right conditions for people to start new businesses in Barnsley, targeted at growing sectors.

The Plan includes recovery objectives, one being to support employers and businesses to adapt consolidate and thrive. In addition, upskilling the work force and the Young Peoples Pledge to support young people to progress are identified as key actions.

Consultations

Air Quality – The planning statement refers to a fleet of electric cars, therefore, electric vehicle charging points (EVCP) should be provided for the 11 spaces (or a portion of them). This can be secured by condition and the EVCP should be mode 3.

Biodiversity – No objections to the PEA and biodiversity metric as submitted. The applicant will need to provide an Ecological Management Plan detailing how they will protect, enhance and create habitats for at least 30 years post construction; this can be secured by condition. No objections.

Coal Authority (CAA) – Initially objected to the scheme and the proposed location of the building which was over a known mineshaft. However, the amended site plan now details the mine shaft and its respective zone of influence with those built aspects of the proposals repositioned to avoid them. Consequently, having considered the accompanying Outline Landscape Plan & Specification drawing, the detail of which, if implemented, would incur those parts of the site potentially affected by the mine entry sterile and not publicly accessible, CAA concerns have been addressed subject to appropriate conditions to ensure the investigation/remediation of potential shallow mine workings and a condition to ensure the implementation of the landscaping scheme, which should remain in perpetuity

Drainage - There are no drainage details shown on the plans submitted, with the application form describing foul to discharge to “Unknown” and surface water to “soakaway”. There is a limited availability to public sewers in this area so foul may be a problem, and we need to be sure that soakaways will work in this area, so it is recommended that conditions are attached to any approval.

Demolition – No comments received.

Contaminated Land – No comments received, standard condition can be applied.

Forestry Officer – No comments received.

Highways – No objections, more detail in the report below.

Regulatory Services – No objections subject to conditions.

SYMAS – The applicant has submitted a coal mining risk assessment by RB Geotechnical which confirms the site is at risk from mining legacy issues. The report identifies the site may be affected by shallow coal mine workings and that a mine shaft may be present centrally in the site. Consequently, the risk assessment makes recommendations for site investigations to confirm ground conditions and check for the presence/condition of the mineshaft. It should be noted that the Coal Authority do not recommend building over mine shafts unless unavoidable and it is best practice to locate mineshafts prior to designing the site layout. It is noted however that the Coal Authority have been consulted and do not object subject to conditions. It is recommended that, in the event planning permission is granted the Coal Authorities conditions are applied.

Yorkshire Water – No objections subject to conditions. Development of the site should take place with separate systems for foul and surface water drainage. The separate systems should extend to the points of discharge to be agreed. The nearest mapped public foul ewer is approximately 66 meters away in Kerswick Road.

Wakefield MDC – No comments received

Ward Councillors

- Councillor Hunt has provided comments confirming that whilst there are some benefits to the proposed and he is supportive of the business and jobs growth, very special circumstances must be demonstrated. The loss of green belt land in an area already subject to so much development is a concern and the uniqueness of the site appears to be largely related to the business being in the same ownership. Could Enterprising Barnsley work with the applicant to find another location? If the application is approved biodiversity and landscaping are required to mitigate its impact.

- Councillor Hunt has commented on the 2nd consultation, having reviewed the amended plans and supporting information and is concerned that the case for not locating to other sites is largely based on viability with the fact that this site is owned by the applicant heavily relied upon. The potential to set a precedent for other industrial development in the area is also of concern. In addition, issues regarding highway safety and the speed of Windhill Lane are raised and the recent petition to reduce speed limits on the road to 30mph which was rejected by the Council's Highway Service.

- Councillor Spence has objected to the application on the basis that the site is not suitable and there are no special circumstances to allow this project to go ahead on green belt land. The site should be used for it's intended purpose, grazing horses.

Representations

The application has been consulted on twice, in both cases it was advertised by neighbour letters, site notices and a press advert. 23 comments were received in relation to the original consultation and an additional 26 to the amended scheme.

Below is a summary of the concerns raised in relation to both consultations. These have been split into sections with a brief initial response included, full details of the assessment of the application, taking account of concerns raised, is remains under the Assessment section of the report:

Loss of Greenbelt / Economic Case

The land is green belt and should not be built on under Local Plan Policy and the application acknowledges that the development is inappropriate, being commercial development.

Previous applications to build on the land were refused.

If permission is granted will the applicant apply for a change of use?

The application is designed to inflate the value of the land for resale only.

The negative impact far outweighs any economic benefit.

Because the site is green belt there will be a need to install additional utilities which will add to the impact and disruption.

The site is next to a noisy road and there is clay pigeon shooting nearby, how does this work with recording outside?

The applicant's companies are in fact registered to Silkwood Park in Wakefield and the Pitstop company was awarded a grant in December 2020 from the Leeds Enterprise Partnership. I am concerned regarding the inference in the way the application is worded in respect that the applicant may move his business elsewhere should permission not be granted.

Why can't the development be located on another site, for business and in a brownfield location? There are other sites available for development in the borough: Midland Rd, Royston 4 acres of prime development, rear rural views. Stocksbridge - Pothouse Lane, Windmill Terrace – tucked away position, open views 4 acres of land A61, former brick yard near Woolley 13.79 acres of land for sale, Smithywood Lane, Dodworth 9 acres High Royd Lane, Hoyland, Barnsley 16 Acres Wombwell Lane, Barnsley (Barnsley Council may consider employment use) Ashroyd business park plot 3 Gateway 36 Dodworth Business Park

The proposed will set a precedent for other schemes and lead to the loss of more green belt.

Response – The applicant has submitted an economic case for the development which is assessed in detail below and includes locational benefits associated with the existing units occupied by the applicant in the borough. In addition, Enterprising Barnsley have worked with the applicant to provide a list of alternative and potentially suitable sites in the borough.
Where very special circumstances are demonstrated, there is a unique case for a development which cannot be carried over to justify alternative development. In addition, a condition has been applied tying the scheme to the proposed use and applicant with a requirement to remove all development if/when the use ceases.
The applicant has provided a response to questions regarding noise from the road and wider area stating this is acceptable for the development proposed.

Visual and Residential Amenity

The building design is not in keeping with the area, it looks like a warehouse, is two storey and will be highly visible, detracting from the area and spoiling views of the area as a whole.

The existing buildings on the site are not ramshackle and are single storey and agricultural in nature so are not offensive to view.

Lighting and security fencing isn't taken into account.

The proposed trees and screening will take years to mature.

Loss of privacy to residents located near to and opposite the development. The building is two storeys and overlooks existing houses to the detriment of their privacy.

Car parking areas also overlook existing houses.

Noise intrusion from the proposed recording work, especially when outside and using the hoist to drop items. No evidence is provided to confirm that the development wont impact on the area or residents.

More information is needed about the use of the site and noise from it including times of day. No information is provided about working hours in the application.

Noise and disturbance during construction is not mentioned. This will be exacerbated by the number of people now working from home.

Loss of views to residents.

Advertisements and signage will add to the visual clutter.

The application does not comply with the Barnsley Public Health Strategy 2018-2021 as it doesn't protect communities from harm, major incidents and other preventable health threats in this case visual and mental health harm. Greenspace is good for mental health and the nearer the better especially in an area where elderly residents are housebound. Noise from the site will also impact on mental health and children's development.

Response – Visual and residential amenity is covered in more detail in the report below, however it should be noted that the site is not accessible greenspace. Details of boundary treatments and lighting will be secured through condition and advertisements will require formal consent through an Advertisement Consent Application so are not covered in this proposal.

Highway/Traffic Concerns

Windhill Lane is a very, very busy road, it is acknowledged as a feeder route to junction 38 of the M1, and as a means of heading towards Wakefield and West Yorkshire from the north of Barnsley.

The road is known to be dangerous and used to have a speed camera on it. Since the camera was removed speeds have increased and residents and Councillors have signed a petition to get the speed lowered.

The plan also fails to show the proposed entrance/exits proximity to the crossroads of Windhill Lane, Sackup Lane, Warren Lane and Staincross Common. This is a busy junction and there have been many accidents including very recently.

There is a blind summit uphill from the access and a curve in the road which are not addressed.

It is also a bus route and the No. 1 bus exits slowly from the Keswick Road junction, there is approximately a total of 50 buses a day on this route. There is also a bus stop close to the site access.

The amendments include a new location for the site entrance to the building. The new entrance is situated opposite driveways, which will have a negative impact on existing properties particularly due to the amount of traffic on Windhill Lane.

There are only 11 parking spaces for near to 100 staff which will mean staff will park on the surrounding roads.

There is already too much traffic in the area and too many new developments proposed making it worse.

Employees would potentially access the place of work via the motorway from Haigh and that is already a dangerous busy junction. The junction at the top of Haigh Hill is already an accident hotspot.

The road is already busy and an air quality hotspot, this will make it worse

Response – Highway safety is covered in the report and has been assessed by the Highways Development Control Officer.

In terms of sustainable travel, the applicant has proposed the use of a fleet of electric cars with EVCP installed on site. In addition, showers are included within the building, and cycle parking will be conditioned along with improved pedestrian access linking the site to the nearby bus stop. A full Travel Plan will also be required.

Biodiversity and Climate Impact

The land should not be built on for climate change reasons and lost biodiversity.

There are always rabbits on the site and bats, hares and birds of prey have been seen. These will be lost if the development goes ahead.

What about noise disturbance to the horses in the adjacent field, will they be scared.

The local community has been refused using the land for the use it is intended repeatedly.

Also, noise disturbance to animals such as bats and the impact on habitats?

Increased flood risk through loss of the fields and their infiltration of water.

Response – An ecological assessment of the site has been provided alongside a detailed landscape plan and biodiversity habitat assessment using the Defra Metric. this concludes a 9.72% net gain can be achieved in biodiversity habitats. With regards flood risk, the site is not at high risk of flooding and the proposals will not increase the overall area of hardstanding on site. A detailed drainage strategy can be secured through condition, including a SUDS first approach to surface water management which will be required to be limited to an equivalent greenfield rate.

Other

More residents should have been notified by letter.

The parliamentary labour party is currently looking into individual developers exploiting local communities for personal profit.

The applicant mentions future expansion. It is known that the applicant and the owner of the adjacent field have previously tried to build on this land. The owner of the adjacent field previously put in an application to build houses on the field junction with Warren Lane which was refused. Should this site be developed what is to stop the future expansion of the site onto further green belt land.

The building will attract anti-social behaviour.

It is disputed that the existing site attracts antisocial behaviour or thefts.

Response – The approach to consultation letters is consistent with other applications, focusing on those immediately adjacent or opposite the development. In addition, site notices and a press advert were issued to notify residents in the wider area.
A previous application on the site was refused, this was a lawful development certificate which sought to demonstrate the existing buildings are lawful and not in agricultural use. It was accepted that the buildings had been in situ more then 4 years and are outside of development control but insufficient evidence was provided to demonstrate the site is not agricultural. This application is assessed on this basis. Issues of antisocial behaviour are unconfirmed and as such have been given limited weight.

Assessment

The proposed development is for a sound design creation studio, located to the west of the site and accessed from Windhill Lane. As the site is located in the Green Belt as designated in the adopted Local Plan the starting point for the proposed is that it is inappropriate development which is by definition harmful to the Green Belt and should only be approved in very special circumstances. National Planning Policy is clear at paragraph 148 of the NPPF that:

"when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations".

The assessment below covers the benefits of the scheme and the harm, including other harm before concluding if very special circumstances can be said to have been demonstrated.
Economic Case

The applicant's case is based on the economic benefits of their business, including the unique nature of the business and facility proposed.

The applicant's business, Pit Stop Productions, provides a range of services for video games. Initially set up in 1997, the business focused on voiceover services with recording studios in London, New York and Los Angeles as well as a local studio at Capital Park in Barnsley. Pit Stop's base is in Barnsley at Capital Park and the nearby Brook House with a recently developed studio in Croyden. Sound engineers, project management, editing teams, music creation and a visual department are all based across these existing sites.

The company has identified sound effects as a key area for expansion of the business with 12 of the 34 staff currently employed (plus 26 freelancers) focused in this area. An aspect of this is the ability to create unique sounds, rather than rely on a library of sound effects, to meet a growing demand for video game audio and 3D sound. This is similar to surround sound and is a growing requirement as video game technology expands and the demand for more realistic sound effects grows to provide a more immersive experience. The proposed Sound Design Creation Centre (SDCC) will provide a facility for this, with indoor and outdoor recording areas and mixing rooms.

The SDCC is stated to be unique, with no other comparable facilities in the UK designed specifically for the creation of sound effects for video games. The ability to record indoors and outdoors and immediately test and implement sounds into games

on a single, purpose-built site is a key benefit of the scheme. The applicant states that the facility will help attract clients and the best sound design talent to the business.

The uniqueness of the facility and the increased role of audio in video game development is backed up by letters from number of firms within the games industry, including Sony and the trade association for the video games industry (UKIE, UK Interactive Entertainment Association Ltd) which confirms Pitstop Production as a respected supplier of services in the games industry and that the Sound Design Creation Centre could be a landmark for the UK games industry. They also stated that, their research backs up the benefits of the scheme being threefold:

1. Support for industry growth, the global games market has grown steadily by circa 8% year on year until 2020 when it grew by 20% due to lockdown. With the UK globally recognised as one of the best places in the world to make and sell games.
2. Satisfy unique demand from the industry. This is linked to growth in 'triple A' games where production levels exceed those of feature films. Authentic sound is a vital component of this.
3. Provide local economic benefits. The UK games industry is a national sector with 55% of game development outside of London.

The applicant has provided recent accounts and a letter from their accountant which evidences the strong growth of the business since 2018 and investment in assets. This also shows the businesses resilience through the recent pandemic.

In addition to the economic benefits, the business is part of the high-tech sector with most of the staff holding degree level qualifications or above. The applicant has provided a letter from Barnsley college confirming strong links with Pit Stop Productions and supporting the proposed development as providing opportunities for students to learn and gain work experience. The letter also confirms that there is ongoing collaboration on designing the curriculum and a long-term collaborative learning partnership between the college and Pit Stop.

The economic benefits of the business as set out above are, therefore, clear in that this is a growing, high tech business located within Barnsley providing degree level skilled employment. It contributes both to economic growth and Barnsley's economic recovery in accordance with the Local Plan Economic Policies and Barnsley Economic Renewal Action Plan. In addition, the business is already contributing to upskilling through its relationship with Barnsley college, with the unique facility proposed providing a increased opportunity to expand on this with further details secured by condition.

Therefore, the socio-economic benefits of the development are afforded substantial weight as a benefit of the scheme.

Alternative Sites Assessment

In terms of justification for the proposed to be in this location, the applicant has provided an assessment of currently available sites within Barnsley and their suitability for the proposed. This was updated during the application assessment process with the list of sites and reasons for discounting sites expanded on. The full list of available sites was provided by Enterprising Barnsley who support businesses looking to locate or expand within the borough.

In total 19 sites have been assessed based on: tenure, size of building, suitability of the building, availability and suitability of outside space and size of the site. Viability has been stressed by the applicant and, although it is accepted that this is a factor, the argument that purchasing land alone would make the scheme unviable has not been given weight. Issues regarding demolition or specific higher land values as a result of other planning permissions are considered alongside other constraints.

Of the 19 sites, only 5 were land only with one no longer available in the 2nd review, one has residential planning permission making its value unviable, a third is only 0.5 acres and deemed too small. Two others are substantial plots of land at 16 and 11 acres respectively which is much larger than required; the 16 acre plot is also in the green belt with planning permission as a burial ground and the 11 acre plot is currently the subject of a planning application for 19,147m2 of mixed employment space.

Other existing sites all had buildings on, given the bespoke nature of the proposed none of the existing buildings have been assessed as suitable by the applicant and would need to be demolished. Some were only available for rent so have been discounted for this reason. A number are on existing business parks with surrounding business uses making them unsuitable due to noise or other disturbance. Others did not have sufficient space to accommodate the proposed development in its entirety (building and outside recording space) and one is located close to a railway and busy road.

Finally, some alternative sites have been suggested by residents but these are discounted as either outside of the borough, also on green belt land or unsuitable as being located within existing business parks.

Based on the assessment of available sites provided by Enterprising Barnsley, it is accepted that there are currently no alternative sites available for the proposed in the borough.

Suitability of the existing site

The applicant's case for the suitability of the current site is in part based on its rural location and scale, allowing for a new build bespoke facility with outside recording areas. Questions have been raised regarding the proximity to Windhill Lane which, although a minor road, is subject to reasonable levels of traffic in peak periods. The applicant has clarified that the proposed does not need complete silence but does need to be located away from serious noise polluters i.e. busy motorways, heavy plant / equipment and schools. It is also stated that the building would provide some shielding from road noise as the outside recording areas are to the rear.

In addition, the site is stated to be well located in relation to their other sites within the borough. Access between these, which are both in Dodworth including a unit at Capital Park close to the M1, will be achieved using company owned electric vehicles.

The applicant has stated that 5 staff would be permanently located at the SDCC with the main team remaining at Capital Park. Visitors to the facility are envisioned to be from across the country and international, largely travelling by train. This is consistent with current patterns, with international clients accommodated in the Holiday Inn adjacent Capital Park. Pit Stop propose to use a fleet of electric vehicles to transport visitors between the various sites and public transport hubs. No cycle parking is proposed but showers are provided in the building and cycle parking can be secured

by condition. In addition, the highways conditions will include improved pedestrian facilities to encourage safe access to the nearby bus stop.

On this basis it is accepted that the site is suitable for the proposed development.

Visual and Openness Impact

The site is located at the edge of the settlement adjacent Windhill Lane with residential development opposite and along Warren Lane to the south east. It is currently largely open, however, there are some low-level buildings located relatively centrally with a farm track / gate access and agricultural appearance. There is no planning history relating to these buildings, albeit they have been in place since 2002 and are assumed to be agricultural in use.

National Planning Policy Guidance provides examples of impact on openness including, but not limited to:

- openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;

- the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and

- the degree of activity likely to be generated, such as traffic generation.

The proposed will see the existing buildings on site removed and the SDCC erected to the west of them. The new building is larger, being two storeys but will have a similar footprint to the buildings removed and the height at 7m is not significantly different to the height of 2 storey houses which are locate opposite it. The design of the new building is consistent with a modern barn, with limited windows, timber cladding to the sides and a steel roof. Overall this mitigates the visual impact and the impact on openness, albeit it does not remove any impact.

The building will be permanent and will increase activity on the site. This impact is partly mitigated by the limited number of permanent staff (5 only on site) and the fact that the majority of activity will be internal to the building with significant sound insulation and limited windows.

A detailed landscaping plan has been provided with the scheme which includes tree planting across the site with native woodland species as well as a hedgerow around the site edges. This will soften views of the building and wider site. In addition, the access and parking areas will be grasscrete which will reduce the overall visual impact.

Overall, the proposed will have an increased impact on openness of the green belt and visual amenity. However, this is mitigated in part by the site's location, the landscaping proposed, the design of the building which is similar to a modern agricultural barn and the low level and nature of activity proposed. On this basis, this impact is accepted to be moderate harm in accordance with Local Plan Policy D1 and the accompanying guidance in the Residential Amenity and the Siting of Buildings SPD.

Residential Amenity

A number of comments and objections have raised specific concerns regarding residential amenity. These include: the loss of a view, overlooking and overshadowing impacts and noise from the development.

The proposed building is orientated to face onto Windhill Lane with an entrance foyer and glazed entrance to the front. However, no other windows are proposed in the front elevation, instead the small number of windows that are proposed are to the sides which causes no overlooking issues. In addition, although parking and the entrance foyer are to the front, these areas will be screened by the proposed landscaping. On this basis, overlooking is not assessed as having a significant impact.

Similarly, overshadowing is limited as the building is located circa 30m from the nearest boundary with any residential property.

Potential issues of the proposed disturbing nearby residents, particularly relating to the proposed outside sound booths has been queried. The applicant has confirmed that the building will be highly insulated with double layered acoustic plaster board and rockwool acoustic insulation. The external recording booths will also be insulated with acoustic fencing and, in some cases, they are partly buried. The details have been assessed by Regulatory Services and no objections have been raised. Any future issues could be controlled through Environmental Health powers and a condition can be added limited the hours of operation including the use of outside recording facilities.

Therefore, the proposed will not have an unacceptable impact on residential amenity and is in accordance with Local Plan Policy D1 and the accompanying guidance in the Residential Amenity and the Siting of Buildings SPD.

Biodiversity

The application is supported by a preliminary Ecological Assessment (PEA) with accompanying detailed landscaping proposals and has been subject to assessment of the biodiversity net gain achieved using the Defra Metric.

The existing site has been assessed as having relatively low ecological value being largely poor-quality neutral grassland. Existing trees are at the site edges and will be retained or replaced where these are required to be removed to ensure appropriate highway visibility splays.

The proposed landscaping scheme includes a native hedgerow around the site edge and substantial tree planting across the site and to its perimeter. Native, species rich scrub and grassland will be planted, and the site access and parking will be grasscrete reducing the overall hardstanding on the site. The metric calculation as a result has demonstrated a 9.72% increase in biodiversity on the site.

This has been reviewed by the Council's Biodiversity Officer and no objections raised subject to a condition securing a detailed management plan for the landscaping covering 30 years.

Therefore, the proposed will have a positive impact on biodiversity and exceeds the requirements of Local Plan Policy BIO1 and the accompanying Biodiversity and Geodiversity SPD. This is afforded significant weight.

Climate Change

The site is located at the edge of the existing settlement, is well connected to the existing road network and on a bus route. In addition, the applicant is proposing to install electric vehicle charge points and to use electric cars as part of the company's fleet when transferring staff and clients between this site and its other existing locations. Showers are also provided, and cycle parking can be conditioned. This complies with Local Plan Policy T3, Sustainable Travel and details can be secured through a condition requiring a detailed Travel Plan.

There is existing hardstanding and buildings on site with the proposed having a similar footprint and the new access and parking stated to be grasscrete. This will mitigate the impact on surface water runoff. In addition, conditions will be added to ensure appropriate drainage is designed to endure no actual increase in surface water runoff and that a SUDs first approach is adopted as required by Local Plan Policy CC4.

The applicant has also agreed to a condition requiring BREEAM Very Good in accordance with Local Plan Policy CC2.

Although located in the greenbelt the site is immediately adjacent the existing settlement with access to the highway network and local bus services. The applicant's positive approach to sustainable travel is also noted and the building will be designed to achieve a high standard of sustainability. However, as these requirements are largely in accordance with Local Plan Policy and would be required on other sites, they are afforded limited weight.

Highways

This proposal seeks to demolish the existing buildings on site and construct a new sound design creation centre. To serve this, the application also provides for a new direct access onto Windhill Lane toward the south eastern corner of the site. Windhill Lane at this point is subject to a 40mph speed limit and visibility splays of 2.4m x 120m are to be provided in accordance with DMRB. The internal access road into the site includes for a turning area to accommodate a refuse vehicle and 11 car parking spaces are to be provided including 2 disabled spaces together with onsite electric vehicle charging provision.

The applicant has confirmed that the full time staffing levels occupying the site will be 5 people and that staff will travel from the company's other sites for bespoke recording sessions. It is intended that the additional staff will travel in groups as and when required with a maximum of 25 people on site at any one time. As such, the development proposal is not considered to be a significant generator of traffic. Working hours are to be 09.30 – 18:00.

Following a review of the latest information, I can confirm that there are no objections to the development proposal from a highways perspective subject to appropriate conditions.

The Planning Balance

A sliding scale has been used in assessing the scheme, attaching limited, moderate, significant or substantial weight to the harm and benefits.

The development is inappropriate in the green belt and as such substantial weight is given to any harm to the Green Belt and any other harm resulting from the proposal. Very Special Circumstances will only exist if this harm is clearly outweighed by other considerations.

The proposed scheme will deliver a unique facility in sound design, attracting continued investment and growth in an existing and established hi-tech business and securing quality, degree level job opportunities. In addition, the business already works with Barnsley College and there is continued commitment to do so with the proposed facility providing opportunities for students to gain experience. This socio-economic benefit is afforded substantial weight and is supported by the Barnsley Economic Renewal Plan which is targeting improved qualifications, degree level jobs and increased resilience of businesses as a result of the ongoing pandemic.

In terms of harm, the site is not classed as previously developed land having agricultural uses on it. Therefore, the proposed building will impact on openness and is in larger than the existing buildings on the site. This impact is in part mitigated by the removal of existing buildings, the proposed design and materials, which are similar in appearance to a barn, and the landscaping which will provide substantial screening. In addition, there will be a low level of activity on the site. As such the harm to openness is assessed as moderate.

The landscaping scheme has been designed to deliver substantial biodiversity gains with a 9.72% increase in biodiversity habitats on site. This is a benefit of the scheme and afforded significant weight.

Finally, the highways impacts have been assessed as acceptable and trips to the site are not expected to be significant with only 5 staff located here permanently. Further, sustainable travel measures are proposed and will be secured through condition.

Therefore, it is accepted that the benefits of the proposed, taking account of the lack of alternative suitable sites in the borough and unique case of the applicant, clearly outweighs the harm to the green belt and any other harm and the proposed is recommended for approval subject to conditions.

Recommendation

Approve subject to the following 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 amended plans and specifications as approved:
Site Plan Ref: 102-35, Dwg.08 Rev D
Access Proposals ref: 2044-101, Paragon Highways, 04.01.2022
Landscape Plan Ref: PWP.530.001 Rev 05
Preliminary Landscape Assessment (Middleton Bell Ecology, 19th May 2021).
Biodiversity Metric 2.0, Windhill Lane
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.Prior to commencement of development, the applicant shall provide a scheme for approval by the Council in writing, setting out their ongoing commitment to working with Barnsley College. The scheme shall include, but not be limited to: guest lectures, opportunities for students to visit and utilise facilities at the Sound Design Creation Centre and work experience or apprenticeship support and shall be supported by Barnsley College as partner with an agreed timescale for delivery.
Reason: To maximise the socio-economic benefits of the development in accordance with NPPF paragraphs 8 and 81 and Local Plan Policy GB1.

4. Prior to the commencement of development plans to show the following levels shall be submitted to and approved by the Local Planning Authority; finished floor levels of all buildings and structures; road levels; existing and finished ground levels. Where retaining walls are required, full details of the location, height, design and materials will be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall proceed in accordance with the approved details.
Reason: To enable the impact arising from need for any changes in level to be assessed and in accordance with Local Plan Policy D1, High Quality Design and Place Making.

5.Notwithstanding the approved details, an amended landscaping plan shall be submitted with the visibility splay as shown on approved site plan (ref: 2044-101, Paragon Highways, 04.01.2022) included and not obstructed. The revised plan shall carry forward the principles of the original (PWP.530.001 Rev 05) with regards to ecological enhancements as set out in the approved PEA and include a timetable for implementation which identifies features required to screen the development and provides them early in the construction process. The amended plan shall be submitted to and approved in writing by the Local Planning Authority prior to commencement. The approved landscaping shall be implemented in accordance with the agreed scheme and timetable and retained for the lifetime of the development.
Reason: In the interests of the visual amenities of the locality, biodiversity and highway safety in accordance with Local Plan Policies D1, T4 and BIO1.

6.A landscape and ecological management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas in accordance with the approved details and the PEA, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape and ecological management plan shall be carried out in accordance with the approved plan.
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity.

7.The development hereby approved shall be limited to the specified use as a Sound Design Creation Centre only and operated by PitStop Productions for the lifetime of the development. Should this use cease the site shall be cleared of all operational development and restored in accordance with a landscape plan to be agreed in writing by the Local Planning Authority within 1 year.
Reason: To reflect the very special circumstances of the development proposed and protect the openness of the green belt in accordance with Local Plan Policy GB1.

8.Any works connected to the approved use that takes place outside the main building shall only be carried out between the hours of 9.00 to 18.00 Mondays to Fridays and at no time on Saturdays, Sundays or Bank Holidays
Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policy Pol1.

9.Upon commencement of construction works, details of electric vehicle electric vehicle charge points shall be submitted and approved in writing by the LPA. The EVCPs will have a minimum "Mode 3" (7 kW, 32 AMP) capability and shall be installed in accordance with the approved details prior to first occupation of the development and thereafter in accordance with the approved details.
Reason: To ensure the new residential units are provided with infrastructure that conforms with the requirements of Local Plan Policy T3 - New Development and Sustainable Travel.

10.The proposed building shall be constructed to meet Breeam Very Good standards as a minimum and appropriate accreditation sought and provided to the Council prior to occupation.
Reason: To ensure sustainable design and construction best practice is secured in accordance with Local Plan Policy CC2.

11.The site shall be developed with separate systems of drainage for foul and surface water on and off site. The separate systems should extend to the points of discharge to be agreed.
Reason: In the interest of satisfactory and sustainable drainage in accordance with Local Plan Policies CC3 and CC4.

12.Upon commencement of development a plan indicating the position of boundary treatment(s) to be erected shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the dwelling is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.
Reason: In the interests of the visual amenities of the locality and the amenities of occupiers of adjoining property in accordance with Local Plan Policies GD1 General Development Policy and D1 High Quality Design and Place Making.

13.Before the development is brought into use, that part of the site to be used by vehicles shall be surfaced in a bound material and adequate measures shall be so designed into the proposed access to avoid the discharge of surface water from the site on to the highway.
Reason: To ensure adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway and to prevent the migration of loose material on to the public highway to the detriment of road safety, in accordance with Local Plan Policy T4.

14.Prior to the first occupation of the development hereby permitted a vehicular access shall be provided in accordance with a detailed scheme to be agreed in writing with the LPA constructed in accordance with BMBC highway specification and thereafter retained in at the position shown on the approved plan. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway.
Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water from or onto the highway and in the interests of highway safety, in accordance with Local Plan Policy T4.

15.Prior to the first occupation of the development hereby permitted the visibility splays of 2.4m x 120m shall be provided in full accordance with the details indicated on the approved plan. The splays shall thereafter be maintained at all times free from any obstruction exceeding 900mm above the level of the adjacent highway carriageway.
Reason: In interests of highway safety, in accordance with Local Plan Policy T4.

16.No building or use hereby permitted shall be occupied until pedestrian visibility splays of

2 x 2m to the back edge of the footway / verge shall be provided at the proposed access. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.6m to the rear of the footway/ verge which would obstruct the visibility splay. The visibility splay shall be maintained free of obstruction at all times thereafter for the lifetime of the development.
Reason: To ensure drivers have clear and unrestricted views of approaching pedestrians when pulling out onto the public highway, in the interest of highway safety in accordance with Local Plan Policy T4.

17.Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements that secure the following highway improvement works:
Provision of any necessary signing/ lining
Provision of/any necessary alterations to street lighting
Provision of a 2m wide footway to adequately serve the site with informal crossing points and tactile paving
Vehicular and pedestrian gradients within the site shall not exceed 1:12 to ensure safe and adequate access.
When the proposed access has been constructed the existing access shall be permanently closed in a manner to be approved by the LPA.
Reason: In the interests of highway safety in accordance with Local Plan Policy T4.

18.No works shall commence on site until a scheme for the parking of bicycles has been submitted to and approved in writing by the LPA. The scheme shall be fully implemented before the development is first occupied (or brought into use) and thereafter retained for this purpose.
Reason: In interests of encouraging use of sustainable modes of transport in accordance with Local Plan Policy T3.

19.No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for (but not be limited to):
i. The parking of vehicles of site operatives and visitors
ii. Means of access for construction traffic
iii. Loading and unloading of plant and materials
iv. Storage of plant and materials used in constructing the development
v. Measures to prevent mud/debris being deposited on the public highway.
Reason: In the interests of highway safety in accordance with Local Plan Policy T4.

20.No development shall take place until a survey of the condition of the adopted highway condition to be used by construction traffic has been submitted to and approved in writing by the LPA. The extent of the area to be surveyed must be agreed by the LHA prior to the survey being undertaken. The survey must consist of:
I. A plan to a scale of 1:1250 showing the location of all defects identified
II. A written and photographic record of all defects with the corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of survey.
On completion of the development, a second condition survey of the adopted highway shall be carried out to identify defects attributable to the traffic associated with the development. It shall be submitted for the written approval of the Local Planning Authority. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.
Reason: To ensure that any damage to the adopted highway sustained throughout the development process is identified and subsequently remedied at the expense of

the developer in interests of highway safety in accordance with Local Plan Policy T4.

21.Prior to the occupation of the development a draft Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate measures that will be put in place to encourage sustainable transport and allow for regular reporting and monitoring to be undertaken. Subsequently, within six months of the site becoming operational, a detailed travel plan shall be submitted to the Local Planning Authority and once approved, it shall be fully implemented and retained as such thereafter.
Reason: In the interest of promoting use of public transport, in accordance with Local Plan Policy T3.

22.Except in case of emergency, operations should not take place on site other than between the hours of 08:00 - 18:00 Monday to Friday and between 09:00 - 13:00 on Saturdays. There should be no working on Sundays or Public Holidays. At times when operations are not permitted work shall be limited to maintenance and servicing of plant or other work of an essential or emergency nature. The Local Planning Authority should be notified at the earliest opportunity of the occurrence of any such emergency and a schedule of essential work shall be provided.
Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1

22.Heavy goods vehicles should only enter or leave the site between the hours of 08:00 - 18:00 on weekdays and 09:00 - 13:00 Saturdays and no such movements should take place on or off the site on Sundays or Public Holidays (this excludes the movement of private vehicles for personal transport).
Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1.

23.Prior to occupation, a detailed external lighting plan shall be provided which includes measures such as an assessment of the spread of artificial lighting and reduced or no lighting when the site is not in use, to mitigate the impacts of light pollution, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.
Reason: In the interests of visual amenity and biodiversity in accordance with Local Plan Policies D1 and BIO1.

24.Upon commencement of development details of measures to facilitate the provision of high speed full fibre broadband for the dwellings/development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In order to ensure compliance with Local Plan Policy I1.

25.No development shall commence until;
a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past coal mining activity, and;
b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is safe and stable for the development proposed.
The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.
Reason: To accord with Local Plan Policy CL1 Contaminated and Unstable Land and Land stability NPPF sections 183 a,b,c and 184

26.Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity
Reason: To accord with Local Plan Policy CL1 Contaminated and Unstable Land and Land stability NPPF sections 183 a,b,c and 184

27.No development shall take place unless and until full foul and surface water drainage details have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
" Porosity tests carried out in accordance with BRE 365, to demonstrate if the subsoil is suitable for soakaways
" and
" Calculations based on the results of these porosity tests to prove that adequate land area is available for the construction of the soakaways, or
" Alternative measures to ensure surface water runoff is adequately mitigated.
Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development unless otherwise agreed in writing with the Local Planning Authority.
Reason: To ensure the proper drainage of the area in accordance with Local Plan Policies CC3 and CC4.

28.The rating level (LArTr) of the noise emitted from the proposed development shall not exceed the existing background noise level (LA90T) by 5dBA. The rating level shall be determined by measurement or calculation at the boundary of the nearest noise sensitive premises or at another location that is agreed with the Local Planning Authority. Measurements shall be made in accordance with BS 4142: 2014 Methods for rating and assessing industrial and commercial sound where the background noise level shall be expressed as an LA90 1 hour and the ambient noise levels shall be expressed as an LAeq 1 hour during the daytime [07:00-23:00] and shall be expressed as an LA90 and LAeq 5 minutes during the night [23:00-07:00].

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1

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BARNSLEY MBC - Regeneration & Property

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Scale: 1:1250