

Note - Discharge of Condition 7 (Planning application Ref: 2019/0286)

29 November 2022



1 Introduction

Fore Consulting (Fore) has been requested by Sterling Capitol to prepare the information necessary for the partial discharge of Condition 7 associated with planning application reference 2019/0286 (the current application for condition discharge is reference 2022/0897).

Condition 7 states:

“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 period. of the engineering works The Statement shall provide for:

- The parking of vehicles of site operatives and visitors*
- Means of access for construction traffic*
- Loading and unloading of plant and materials*
- Storage of plant and materials*
- The erection and maintenance of security hoarding*
- Wheel washing facilities.”*

Email communication dated 2 November 2022 from the highways officer at Barnsley Council (BMBC) stated that:

“Condition 7 - I am unable to advise on discharge of this condition at the present time - The document provided predominantly relates to site management and health and safety aspects of the site. The header to the document is Quality Environment Safety Policy - Construction Phase; Outline

and is not a specific construction method statement. Whilst most of the items listed within the condition are provided for within the document, it would be prudent to have an individual CMS covering the specific points contained within the condition, in relation to the associated earthworks, demolition of existing bungalow and formation of access only. (Noting that C20 - CMS relates to the outline permission). Notwithstanding this, however section 1.39 of the submitted document states that access to the site will be via the M1(Jn 37) and Capitol Close, however the wording of the condition precludes development including any works of demolition until C7 has been approved. In order to access the bungalow to undertake the demolition works, it is presumed that access will be taken from Higham Lane and therefore this is to be clarified / amended as appropriate within the CMS. Furthermore, whilst material storage areas are shown on the plan titled logistics plan this appears to be for the overall site build and loading and unloading of plant and material is not covered except for in relation to H&S. I expect the plan to demonstrate that the site set up allows for vehicles to enter and egress the site in a forward gear with sufficient space for loading and unloading of plant and materials. Moreover this shall be verified by swept path analysis utilising appropriate design vehicles. In addition, it should be noted that the regular use of a sweeper will be seen as a failure of the plan and should only be used in exceptional circumstances - as such the CMS should reflect this in its text."

It is confirmed that access will be taken from Higham Lane for the purposes of the demolition of the bungalow. The existing access to the bungalow will be used, visibility for which onto Higham Lane is satisfactory, as shown in the photos below



Photograph 1: Existing access to Bungalow off Higham Lane



Photograph 2: Visibility to the north from the existing access to Bungalow off Higham Lane



Photograph 3: Visibility to the west from the existing access to Bungalow off Higham Lane

The initial works will comprise the demolition of the existing bungalow and the associated outbuildings on the corner of Higham Lane, adjacent to the northern end of Capitol Close. The existing vehicular access to the bungalow will be used for access by the demolition contractor. The vehicles that are to be used in demolition comprise an 8 tonne JCB, a skip wagon and associated smaller vans. No demolition materials shall be removed from the site, save for the removal of any asbestos in accordance with the relevant procedures. The vehicles associated with the demolition are expected to come in and out of the site from Higham Lane. All vehicles can enter and exit the site in forward gear, being able to turn around within the site curtilage. A swept path manoeuvre demonstrating that a skip wagon can satisfactorily turn around as a three-point turn within the site is shown below.

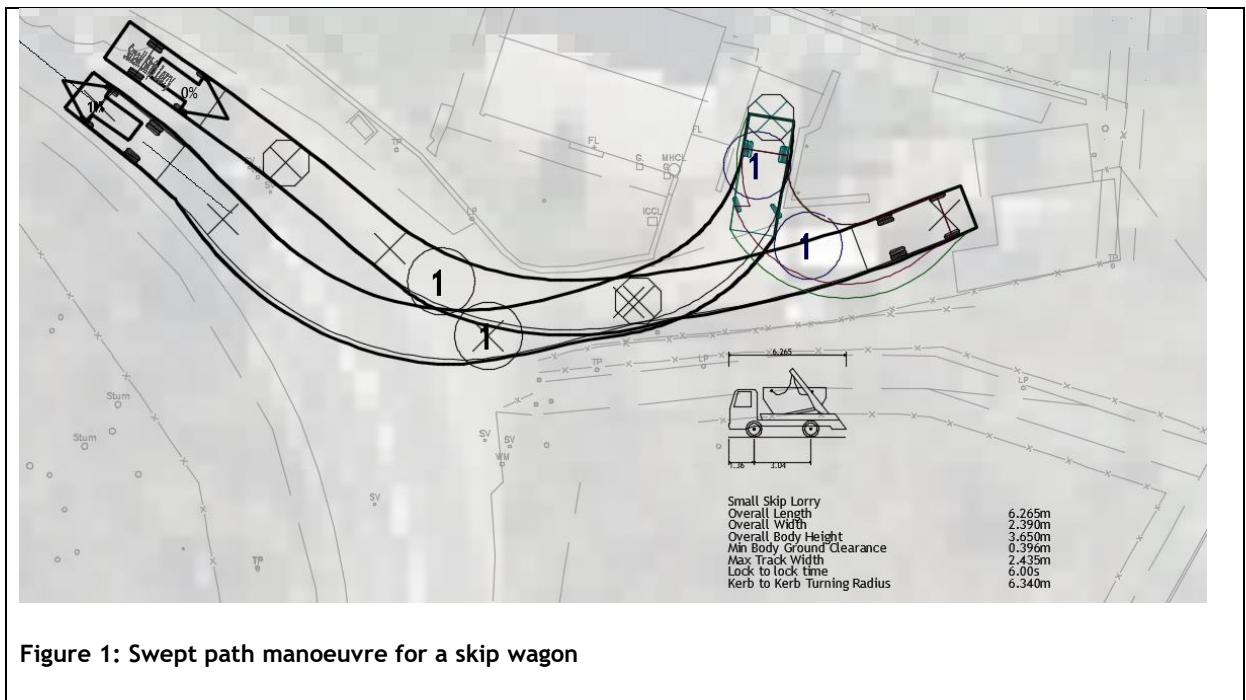


Figure 1: Swept path manoeuvre for a skip wagon

Vehicle movements to and from the site for the demolition process, is estimated at less than ten two-way movements per day. The demolition will take place in two phases:

- Phase 1 will comprise the demolition of the garages, outbuildings, and erecting Heras fencing along the Higham Lane boundary.
- Phase 2 will comprise the demolition of the bungalow, following approval of the Section 80 demolition notice that is currently with BMBC.
- No material, save for the asbestos containing materials, is to be removed from site. All material arising from the demolition will be graded and kept on site for future disposal during the construction of the Capitol Close roundabout.

The submitted CMS has been amended to reflect the following:

- Section 1.39 to state access to the site to access the bungalow to undertake the demolition works, will be via Higham Lane.
- Description of a suitable area being available for unloading of plant and material at the bungalow.
- The use of a road sweeper should only be in exceptional circumstances.