

Item 4

Application reference number	2025/0121
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Application Type	Reserved Matters
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Proposal Description:	Erection of 1no. building for industrial (class E(g)(iii)/B2) or storage and distribution (class B8) use with associated yard, parking, landscaping and drainage infrastructure, substations and pumphouse building (Reserved matters of the outline part of hybrid planning permission 2019/1573) for Unit 7 seeking approval of access, appearance, landscaping, layout and scale; and including plot for future development (approval of temporary landscaping only).
Location:	Gateway 36 Development Phase 2 Site; Land south of Dearne Valley Parkway, Hoyland, Barnsley (Plot identified as Unit 7)

Applicant	Cameron Sanderson - Harworth Group
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Number of Third Party Reps	2 letters in objection	Parish:	N/A
		Ward:	Rockingham

SUMMARY

This application is a reserved matters proposal for an industrial (Use Class E(g)(iii)/B2) or storage and distribution (Use Class B8) building with associated parking; landscaping and infrastructure works.

The site lies within the Hoyland North Masterplan Framework area (adopted in December 2019). A hybrid application (ref: 2019/1573) was granted on 10th August 2020, which secured the outline planning permission at employment allocations ES17 and ES15. Since the hybrid application was granted, various plots have been developed via separate reserved matters permissions, with construction at Plot 4 (reserved matters ref: 2023/0015) recently commencing.

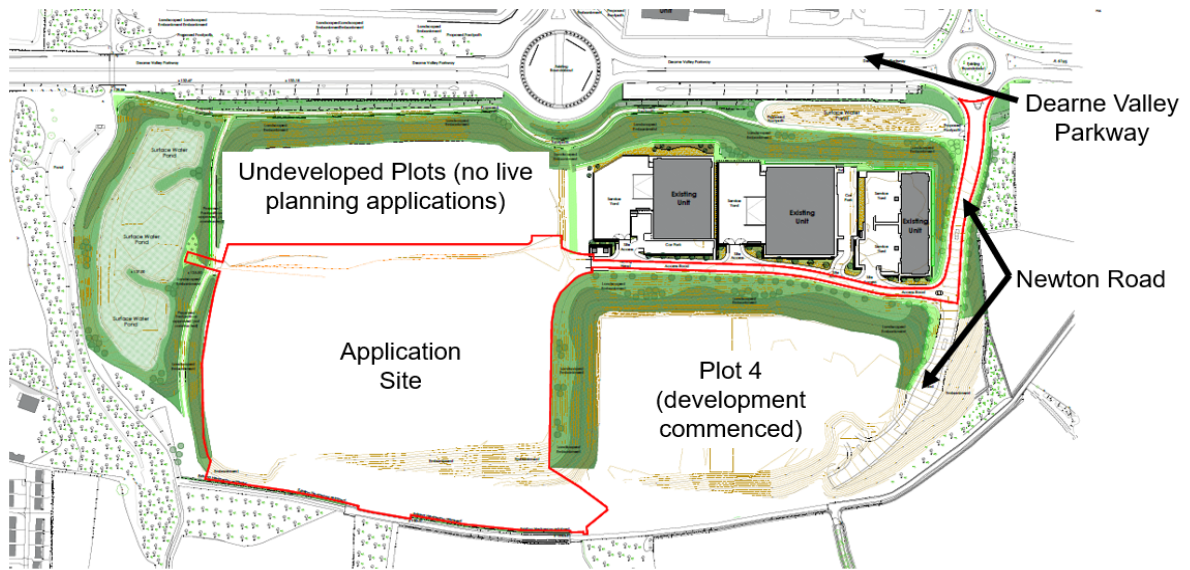
This is the 4th reserved matters application in relation to the 2019/157 hybrid permission and relates to the largest plot as identified on the approved outline masterplan (referred to as Plot 7). The approved parameters plan restricts the building height at this plot to 12m. However, Condition 20 attached to the outline permission does allow some flexibility regarding building height and sets out a mechanism which needs to be satisfied if building heights are proposed higher.

In this instance the proposed building height would extend to 18.6m which is 55% taller than the height specified on the approved masterplan. Amended plans have been provided during the course of the application, including significantly reducing the footprint size of the proposed building. The application has also been supported by a landscape and visual impact assessment which has been assessed independently and has been found to be broadly acceptable. The LPA therefore, considers that the Applicant has provided sufficient information to address the requirements of Condition 20 and justify the proposed height increase.

Following two rounds of public consultation, there are no outstanding formal objections from consultees, with the Landscape Consultant confirming that the increased building height will not cause substantial harm upon the visual landscape, subject to the various mitigation. The application is being presented to PRB at the request of a Cllr; due the scale of the development and it being located at a Masterplan Framework site.

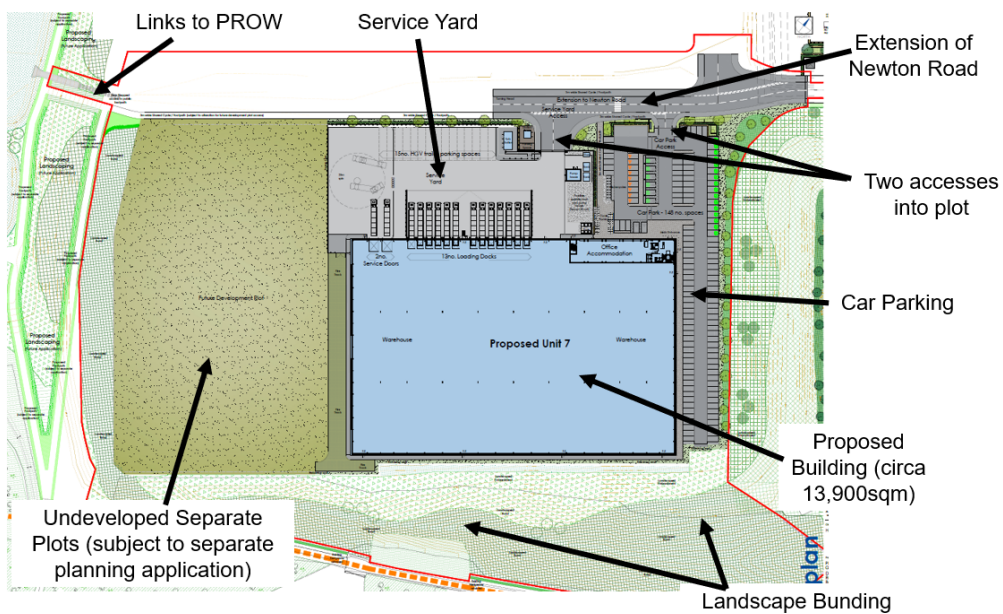
Recommendation: **APPROVE RESERVED MATTERS subject to conditions.**

Location Plan



Housing Allocation –
Ref: HS64

Proposed Site Plan



Introduction

The application site is allocated in the adopted Barnsley Local Plan (2019) for employment uses (site reference: ES17) and falls within the Hoyland North Masterplan Framework area (adopted December 2019). This application relates to Plot 7 as identified on the approved masterplan, and within 'Area 2C' as defined on the approved parameters plan, associated with the hybrid application (ref: 2019/1573).

This application follows on from extensive informal pre-application discussions regarding the proposed building height increase. The approved parameters plan makes it clear that any development within Area 2C shall be no higher than 12m and have a maximum finished floor level (FFL) of 147m AOD. There are however 2 key conditions to the outline permission which could accept higher buildings under certain circumstances. Conditions 19 and 20 of the hybrid permission read as follows:

19. *Buildings heights shall not exceed 10m to eaves other than Unit 2 on Gateway 36 Phase 3 as shown on indicative masterplan 12006-1-110 REV L which shall not exceed 12.5m to eaves.*
Reason: In the interests of visual amenity in the locality and wider landscape.

20. *Notwithstanding condition 19 above, where a prospective occupier of a plot or plots can demonstrate that, the prospective use cannot physically be undertaken in a building or buildings of the approved heights as set out in condition 19 above or where the alternative is to bring forward speculative development which exceeds the heights specified in condition 19, then the reserved matters submission shall be accompanied by an amended landscape and visual assessment, including photomontages showing the same views as the photomontages in the Landscape and Visual Impact Assessment by Urban Wilderness dated 22 July 2020, which shall clearly demonstrate that there would be no harm to the wider landscape or other sensitive receptors, including impacts on the housing allocations adjoining the site. The visual assessment shall use the same viewpoints previously agreed with the Local Planning Authority and used for outline planning application 2019/1573.*
Reason: To determine the potential impacts of taller buildings on landscape and visual amenity within the locality and wider landscape in accordance with Local Plan Policy D1 and GD1.

The Applicant hereby proposes a building with overall height of 18.6m with eaves height of 17m which is therefore not in conformity with Condition 19 or the approved parameters plan. The developer also suggests that the proposal is '*speculative development*' albeit an occupier has shown interest, which triggers the 2nd part of Condition 20. The application has been supported by an updated Landscape Visual Impact Assessment (LVIA) which has been reviewed by an external landscape consultant and the BMBC Urban Design Officer.

The proposal has also been significantly amended, with the footprint proposed circa 10,000sqm smaller than the building indicated on the outline masterplan. The reduction in floorspace means that a secondary building could now be accommodated adjacent to the building hereby proposed, subject to a separate future reserved matters application.

The application is being presented to PRB at the request of a Councillor; due the scale of the development and it being located at a Masterplan Framework site. A total of 2 representations were received from local residents during two rounds of consultation.

The recommendation is to approve reserved matters and is subject to the conditions attached.

Site Description

The application site consists of 'Plot 7' at the partially developed employment site, currently being constructed by Harworth Group on land to the south of the Dearne Valley Parkway (employment allocation: ES17) and to the east of Junction 36 of the M1.

As mentioned, part of the wider employment site has already been completed, with some units now in occupation. 3 smaller units are located at the lowest level of the wider ES17 allocation, situated immediately to the south of the Dearne Valley Parkway and to the west of the vehicular spine road (Newton Road). Development at Plot 4 (to the north- east of the application site) has also recently commenced following the grant of reserved matters under 2023/0015.

A large employment building is located to the north of the Dearne Valley Parkway and whilst laying just outside of the Hoyland North Masterplan Framework area, was included within the hybrid permission. This building has now been completed as per the reserved matters ref: 2021/1691 but remains unoccupied at present. The development platforms across the wider site have been constructed as per hybrid permission ref: 2019/1573.

The application site (referred to as Plot 7) lies within the south-western corner of the employment allocation and is set back from the Dearne Valley Parkway by approximately 140m. The site is fairly rectangular in shape and currently comprises of the development platform as per the hybrid application. The site is accessed via the newly constructed road (Newton Road) at the north-east corner.

A landscaped embankment is to be developed along the eastern boundary, between this plot and adjacent Plot 4, with further landscaping also to be developed to the west. An embankment has also been created towards the rear of this site which will provide screening between the plot and the land to the south. PROW path No:1 runs along the southern boundary of the site, with path No: 6 running along the west. These footpaths are to be improved/formalised as agreed in the hybrid permission.

The site lies within a high-risk development area as per the Coal Authority maps. However, appropriate remediation works have taken place as secured by the hybrid application which related to infrastructure works. The Grade II Listed Hoyland Lowe Stand is located approximately 500m away in a south-eastern direction, while Grade II Listed St Peters Church is a similar distance in the same direction. Worsbrough Conservation Area lies circa 1.75km in a northern direction. The site lies within the Dearne Valley Green Heart- Nature Improvement Area.

Housing allocation (ref: HS64) is located immediately adjacent at the land to the south of the application site, with housing allocations HS56 and HS66 also forming part of the Hoyland North Masterplan Framework. It is envisaged that Newton Road will be extended through the residential allocations and connect to Hawshaw Lane in Hoyland. However, there is currently no live planning application for the residential development.

The wider area predominately consists of employment/warehouse uses with various parcels of development taking place between this site and J36 of the M1. Established belts of trees and landscaping provide a distinct separation between the employment developments and existing residential settlement of Hoyland.

Relevant Site History

Application Reference	Application description	Status
2023/0015	Erection of 1no. building for industrial (class E(g)(iii)/B2) or storage and distribution (class B8) use with associated yard, parking and landscaping (Reserved matters of the outline part of hybrid planning permission 2019/1573 for Unit 4 (formerly plot 8) seeking approval of appearance, landscaping, layout and scale)	Granted – 19/9/2023
2021/1691	Erection of 1no. buildings for industrial (class E(g)(iii)/B2) or storage and distribution (class B8) use with associated spur road, yards, parking, landscaping and drainage infrastructure (Reserved matters of outline part of hybrid planning permission 2019/1573 for Phase 3 seeking approval of appearance, landscaping, layout and scale)	Granted – 6/7/2022
2021/1007	Erection of 3no. buildings for industrial (class E(g)(iii)/B2) or storage and distribution (class B8) use with associated spur road, yards, parking, landscaping and drainage infrastructure (Reserved matters of outline planning permission 2019/1573 for Phase 2A.1 seeking approval of appearance, landscaping, layout and scale)	Granted – 19/1/2022
2019/1573	Hybrid planning application for a development up to 102,193sqm of employment uses (use classes B1/B2 and B8) and associated works including provision of internal access roads, drainage and landscaping, a) Outline with all matters reserved apart from means of access; and b) full application for associated earthworks and creation of access points including new roundabout to access Local Plan allocation site ES15	Granted (subject to S106 Agreement) – 10/8/2020

Proposal

This application seeks approval of the reserved matters (layout, scale, appearance, and landscaping) for a development within the Area 2C on the Parameters Plan approved under 2019/1573. The building will be a maximum 18.6m in height and an eaves height of 17m. Internally the building will provide a clear internal space of 15m. The building will comprise uses falling within Use class E(g)(iii)/B2 or Use Class B8 depending on the occupier, though the size/scale of the building suggest that B8 uses (storage and distribution) are most likely. The building footprint will extend to circa 13,900sqm, with 460sqm of office space at an upper floor level. The development also includes the car parking; HGV service yard; landscaping and drainage infrastructure with substation and pumphouse buildings.

In terms of the proposed use, Condition 21 on the hybrid permission restricted the amount of B8 floorspace across the wider employment site to a maximum of 76,644sqm. In the event that the entirety of this building was to be used for B8 operations, this threshold would not be exceeded.

The development is speculative, and the Applicant has no pre-let agreement with an occupier, however it is understood that there remains active occupier interest.

The original proposal included a two-phase approach to the development, whereby a building would be erected (circa 16,800sqm) and later extended (maximum footprint of 24,000sqm). However, due to lack of certainty regarding when/if the 2nd phase would be erected, the LPA strongly discouraged this approach.

Subsequently, the proposal has been amended to include a single smaller building of 14,400sqm gross internal area (footprint: 13,900sqm) which is to be sited towards the eastern corner of the application site. The building would have a finished floor level (FFL) of 145.5m AOD which is 1.5m lower than the maximum FFL specified on the approved parameter plan. Car parking (148 spaces) would wrap around the northern corner and eastern elevation, with the HGV yard to the north of the building. Within the HGV yard associated hydrant buildings and substations are also proposed. The development includes extending Newton Road by circa 141m in length to serve the HGV yard and car park access and facilitate an access to plots to the north.

The building itself would be relatively square in shape and finished in composite wall panels in shades of green and grey. The roof would consist of 3 low pitches with solar panels between metal cladding. The front of the building (annotated as north-west) also includes glazed features with cladding details. 13 dock doors and 2 level doors (for HGV access) will also be added to this elevation.

Because the development hereby proposed is much smaller than the building indicated on the approved outline masterplan, the land to the south-west can accommodate a separate building. During the application, the development description has been updated to reference '*...including plot for future development (approval of temporary landscaping only)*.' This application does not seek permission for a second building, and this would be subject to a standalone planning application. The proposal seeks permission to grass/lawn the land to the south-west of the building/HGV yard on a temporary basis, until a scheme is brought forward. For the purposes of this report, that land/development is referred to as 'Unit 8'.

Further landscaping is proposed within this application. This includes a landscaping bund along the south-eastern boundary between the site and the housing allocation, which will wrap around the furthest southern boundary. The bund will extend to 12.5m at the highest point, to partially screen the development when viewed from the south-east. The embankment to the rear of the building will also be landscaped.

Trees and hedgerows are proposed along Newton Road as well as the northern boundary of the site (adjacent to Plot 4). The proposals also include associated landscaping works such as footpaths and boundary treatments as well as the installation of cycle and bin stores.

Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making.

The Local Plan was adopted in January 2019 and is accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies which are a material consideration in the decision-making process.

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.

Site Allocation/Designation

The application site is identified as Employment Allocation (site reference: ES17 - Land South of Dearne Valley Parkway 28.2 ha) within the Local Plan which has its own site-specific policy, as quoted below.

National Planning Policy Framework (NPPF 2024)

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. NPPF policies of relevance to this application includes:

Paragraph 85 states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Paragraph 87 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, as well as the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience.

Paragraph 98 states that to provide social, recreational and cultural facilities, planning decisions should ensure an integrated approach to consider the location of housing, economic uses and community services.

Paragraph 115 states that when assessing sites for allocated developments in plans or specific applications, it should be ensured that sustainable transport modes are prioritised taking account of the type of development and its location; safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated through a vision-led approach.

Paragraph 116 states that 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

Paragraph 117 states that developments should give priority to pedestrian and cycle movements and facilitate access to high quality public transport with layouts that maximise the catchment area for bus and other public transport services. Developments should create places which are safe, secure and attractive and minimise conflicts between pedestrians, cycles and vehicles.

Paragraph 117 states that all developments that will generate significant amounts of movement should be required to provide a travel plan and the application should be supported by a vision-led transport statement or assessment so that the likely impacts can be assessed and monitored.

Paragraph 131 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 133 states that design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high-quality standard of design.

Paragraph 135 relates to high quality design and states that developments should function well and add to the overall quality of the area; are visually attractive; sympathetic to local character; maintain a strong sense of place whilst optimising the potential of the site and create places which are safe and inclusive and promote well-being.

Paragraph 136 states that trees make a positive contribution to the character, and developments should include tree lined streets. Opportunities should be taken to incorporate trees elsewhere in the development which are compatible with highways standards and different user needs.

Paragraph 187 states that planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability. Decisions should also minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporate feature which support priority or threatened species.

Paragraph 192(b) states that plans should promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

Paragraph 212 states when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

Paragraph 208 states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

Barnsley Local Plan (2019)

Site-Specific Policy ES17 Land South of Dearne Valley Parkway 28.2 ha

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS64; HS66; HS56; and employment site references: ES14 and ES17. The development will be expected to:

- Provide appropriate access to housing site references HS64, HS66 and HS56;
- Protect and retain the areas of woodland, species-rich neutral grassland, pond and stretches of older hedgerow.
- The site has potential as a habitat for newts, so it is recommended that this possibility is investigated prior to any development.

- Consider and minimise the impact on the setting of listed buildings through appropriate design and landscaping;
- Ensure that development respects the landscape and wider countryside, and where appropriate mitigation measures are incorporated to address impacts on the adjacent Green Belt and countryside; and
- Protect and retain the Green way, Public Footpaths and Bridleways, cutting through and along the periphery of the site, and make provision for them in the design of the layout.

Relevant Local Plan Policies:

Local Plan Policy E1: Providing Strategic Employment Locations states that 297ha of land in sustainable locations is allocated to meet the development needs of existing and future industry and business up to 2033. This will provide a choice of sites in accessible locations to meet the needs of businesses and their workforce and provide local communities with access to job opportunities.

Local Plan Policy E2: The Distribution of New Employment Sites states that 110.9ha of employment land is to be located within Hoyland.

Local Plan Policy E3: Uses on Employment Land states that on allocated employment sites the Council will allow the following uses:

- research and development (Eg(ii) and light industry (Eg(iii));
- general industry (B2); or
- storage or distribution (B8).

The supporting text to the policy (paragraph 8.20) advises that the provision of well-located employment land is key to the Borough's future economic growth, and it is therefore essential that both new employment land and land currently in use or last used for employment purposes, is protected, and safeguarded from non-employment uses.

Local Plan Policy SD1: Presumption in Favour of Sustainable Development states that the LPA will take a positive approach that reflects the favour of sustainable development contained in the NPPF when considering development proposals. The Council will work proactively with applicants jointly to find solutions which mean that proposal can be approved where possible and secure development that improves the economic, social and environmental conditions in the area.

Local Plan Policy LG2: Location of Growth states that priority will be given to development within the following locations: Urban Barnsley and the Principal Towns including Hoyland are the highest priority locations for accommodating growth in accordance with the adopted settlement hierarchy.

Local Plan Policy GD1: General Development states that proposals for development will be approved if there are no significant adverse effect on the living conditions and residential amenity of existing and future residents. Proposals should be compatible with neighbouring land and should not significantly prejudice the current or future use of neighbouring land. Proposals shall include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and mitigate/minimise any adverse impact upon the environment, natural resources and pollution. Adequate access and internal roads shall provide appropriate vehicular and pedestrian links, whilst drains, culverts and surface water bodies shall be considered. Appropriate landscaping shall be provided where sites are adjacent to open countryside and pylons shall also be considered within proposed layouts.

Local Plan Policy T3: New Development and Sustainable Travel states that new development will be expected to be located and designed to reduce the need to travel; be accessible by public transport and meet the needs of pedestrians and cyclists. Developments shall provide minimum levels of cycle parking and a travel plan in accordance with NPPF guidance. Transport assessments should also be in accordance with NPPF guidance and have regard to cross boundary local authority impacts. Where levels of public transport accessibility are unacceptable, developers will be expected to make financial contributions in accordance with Local Plan Policy I1.

Local Plan Policy T4: New Development and Transport Safety states 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. Where a development is not suitably served by the existing highway, developers will be expected to make a financial contribution to secure necessary improvements.

Local Plan Policy T5: Reducing the Impact of Road Travel states that to reduce the impact of road travel, proposals should develop and implement a robust, evidence based air quality action plans; work with regional partners to improve efficiency of vehicles and goods delivery; reduce exhaust emissions and implement measures to ensure the current road system is used efficiently.

Local Plan Policy D1: High Quality Design and Place Making states development should be of high quality design and reinforce the distinctive, local character and features of Barnsley including landscape character, topography, important habitats, woodlands, townscape character, scale, layout, building styles and materials.

The policy follows on to state that developments should contribute to place making, be of high quality, that contributes to healthy and sustainable environments. This includes providing clear and obvious connections to the surrounding street and pedestrian network whilst promoting safe access routes. Developments should make the best use of materials and include comprehensive and high quality hard and soft landscaping schemes with high quality public realm. In terms of place making the development should make a positive contribution to achieving qualities of a successful place such as character, legibility and permeability.

Local Plan Policy BIO1: Biodiversity & Geodiversity states that development will be expected to conserve and enhance the biodiversity and ecological features of the borough by protecting and improving habitats, species and sites of ecological value. Developments should maximise biodiversity opportunities and converse/enhance the form, local character and distinctiveness of natural assets. Proposals should protect ancient and veteran trees and encourage the provision of biodiversity enhancements.

Local Plan Policy POLL1: Pollution Control and Protection states that development will be expected to demonstrate that there will be no increased in air, surface water/groundwater, noise, smell, dust, vibration or other pollution which would unacceptably affect the natural or build environments or people. Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

Local Pan Policy I1: Infrastructure and Planning Obligations states that developments must be supported by appropriate physical, social and economic infrastructure, including provision for broadband. Developments must contribute as necessary to meet all on and off site infrastructure requirements to enable development.

Local Plan Policy CC2: Sustainable design and Construction states that development will be expected to minimise resource and energy consumption through the inclusion of sustainable

design and construction features, where this is technically feasible and viable. All non-residential development will be expected, to achieve a minimum standard of BREEAM 'Very Good' (or any future national equivalent).

Other applicable Local Plan policies include:-

Policy LC1: Landscape Character
Policy CC1: Climate Change
Policy CC4: Sustainable Drainage Systems
Policy GS1: Green Space
Policy GS2: Green ways and Public Rights of way
Policy HE1: The Historic Environment
Policy HE2: Heritage Statements and General Application Procedures
Policy RE1: Low Carbon and Renewable Energy
Policy CL1: Contaminated and Unstable Land
Policy AQ1: Development in Air Quality Management Areas
Policy UT2: Utilities Safeguarding

Hoyland North Masterplan Framework

The Masterplan for the Hoyland North site was adopted on 19th December 2019. The masterplan relates to both the employment and residential allocations with the vision of the masterplan framework as follows:

'Create a mixed-use community comprising around 765 new homes and 37 hectares of employment land with associated infrastructure to the north of Hoyland's urban area set within a greenspace network that supports multi-functions and activities (e.g. health, biodiversity, drainage, recreation, play, formal sport and community events).'

The purpose of the masterplan framework is set out at page 7 as follows:

'Hoyland North comprises the collection of housing and employment sites allocated in the council's Local Plan which was adopted on 3 January 2019. When the Local Plan was being examined, it was agreed that for some larger sites it was necessary to prepare Masterplan Frameworks with the key purposes being as follows:

- To demonstrate that in principle each allocation is capable of being developed without significant issues;*
- To enable comprehensive, efficient and timely delivery of development including essential infrastructure requirements;*
- To make sure high-quality design is achieved.'*

Other detailed requirements of the masterplan include/require:

- 10% biodiversity net gain
- Colour palette;
- Scale and massing of buildings to minimise harm upon the wider landscape;
- Location of service yards;
- Consideration of green roofs;
- Pedestrian and cycle routes to be enhanced and retained where possible;
- New woodland areas within high wall zones and high value wetland swamp grass land area to be retained.

Supplementary Planning Documents

The Council have adopted SPDs to provide further guidance about the implementation of specific planning policies in the Local Plan. The adopted SPDs should be treated as material considerations in decision-making and are afforded full weight. The following SPDs are relevant to this proposal:

- Parking, November 2019
- Biodiversity and Geodiversity, March 2024
- Sustainable Travel, July 2022
- Trees and Hedgerows, May 2019
- Sustainable Construction and Climate Change, July 2023

Summary of Relevant Consultations

Air Quality – No comments to make, the impact upon air quality was assessed as part of the hybrid application.

Biodiversity – No objection, the requirements of the conditions on the outline permission have been met via the relevant condition discharge details. An Offsite Habitat Management Plan has been submitted and this details the management of off-site habitats, which is satisfactory. As the Barrow Colliery site forms part of the Dearne Valley Wetlands SSSI, the applicant should consult with Natural England via a S28E consent to permit the proposed management works. Informative attached to this effect

Local Ward Cllrs – Request for application to be presented at Planning Regulatory Board.

Commercial Services – No response.

Conservation Officer – No overall objection, Unit 7 will be relatively prominent (despite the reduced footprint) due to the increased height. This will be noticeable in the landscape (especially to begin with) and will clearly reduce the overall porosity of developments and views looking towards the south against the landscape backdrop. Some concerns relating to the indirect effect this may have in relation to Hoyland Lowe Stand and St Peters Church and the impact upon longer distance views towards the Hoyland North Masterplan area.

If the future Unit 8 is submitted at a similar height/scale as hereby proposed (ie with a substantial increase in height from the maximum set out in the parameter plan) it is considered that there will be a cumulative harmful impact, when viewed together with Unit 7. As such Unit 8 would need to be significantly lower than the building hereby proposed, and care in reducing its appearance in the landscape must be taken to avoid further harm.

Overall, the Conservation Officer remains of the view that there is some harm to the setting of the designated assets mentioned, but this is minor and clearly well below the threshold for a substantial objection.

Forestry Officer – No objection, additional information provided during the course of the application to address minor queries. Pre-commencement condition requested relating to tree protection, however this has been covered by Condition 4 of the hybrid permission.

Drainage – No objection, no conditions required.

Highways DC – No objection subject to relevant conditions on the outline permission being attached, in relation to surfacing; gradients and visibility.

Mining Remediation Authority - No objections, previous coal mining legacy issues have been dealt with via the hybrid application.

National Highways – No objection subject to the B2 Use Class percentage threshold attached to the outline permission not being breached/exceeded. This is expanded upon further below.

Pollution Control – No objection, conditions in relation to the noise levels are attached to the outline permission. The Environmental Health Officer suggested that a separate Noise Impact Assessment be submitted upon occupation but given the wording of Condition 49 and 50 attached to application ref: 2019/1573 this is not considered to be necessary, though an informative is proposed. Conditions proposed relating to hours of construction activities.

PROW – No response.

South Yorkshire Mining Advisory Service – No objections, previous coal mining legacy issues have been dealt with via the hybrid application.

Superfast Broadband – No objection, condition attached to hybrid permission which requires relevant details to be submitted prior to the commencement of each phase.

Urban Design Officer – Initially objected to the scheme based on the height of the proposed building, confirming that the parameters plan was designed so that the tallest building was to the north of the Dearne Valley Parkway and set down from the road. Also raised concerns regarding the uncertainty of prospective Plot 8 being developed or the future extension of Plot 7 at the increased height, as well as concerns regarding the impact upon the future residential development at the housing allocation HS64 to the south of the site.

Additional information has been provided in response to the above concerns, including a supplementary statement (received: 7/11/2025). Within the statement, it suggests that the future development at Units 5, 6 and 8 is anticipated to be at a footprint size and height which accords with the outline planning permission limits. Further sections have also been submitted to address concerns regarding the impact upon the housing allocation site (ref: HS64).

The Urban Design Officer continues to consider that the proposed height of the development would cause substantial harm upon the setting of the residential allocation. However, given that there is no live planning application at the residential site, these concerns do not constitute as a formal objection to this development. The Officer does however confirm that should any future planning application seek an extension to the building hereby proposed (at the same height of 18.6m) and/or a development at Units 5, 6 and 8 be submitted at a height taller than the approved parameters, this would result in a formal objection based on the cumulative impact.

Informatives are proposed relating to the height above finished floor level of future signage, which echoes comments made by the Landscape Consultant (see below). Conditions also proposed in relation to a lighting scheme and implementation of planting.

Yorkshire Water – No objection.

Landscape Consultant – Initially objected to the scheme, however the amended proposal along with the additional information has overcome the concerns raised. The proposed building height will result in a visual impact upon the landscape, however the harm is expected to be progressively mitigated through landscape planting and bunding.

The reduction in footprint size and amended position of the proposed building will lessen the impact and perception of its height. Whilst the height will result in a greater visual impact, the combination of design adjustments, cladding strategy, and landscape mitigation offers a reasonable pathway to reducing these effects over time. However, the effectiveness and timing of mitigation will depend on the successful establishment and maturity of planting and should be monitored as the development progresses.

This conclusion is based on the assumption that Prospective Unit 8 will be developed in accordance with the parameters set out in the approved LVIA, specifically a maximum ridge height of 12m. If the height of Prospective Unit 8 is increased beyond the previously approved maximum ridge, it will become visible from several nearby residential viewpoints and in long-distance views. This would contribute to further visual intrusion into the landscape and skyline. No objection on this basis.

Enterprising Barnsley - Supportive of the proposed development. The proposed building size and height align well with the type of modern industrial and logistics space which are in high demand across the borough. Businesses increasingly require larger clear internal heights for advanced manufacturing and distribution operations, so this specification is appropriate and competitive.

Enterprising Barnsley are seeing strong interest from companies looking for high-quality employment space in the area, particularly for sites that can accommodate significant floor space and specialist requirements. This development would help meet that demand and support job creation and inward investment in the area.

Representations

This application has been advertised in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Environmental Impact Assessment Regulations 2017 as follows:

- Advertised on the Council website;
- 90+ local residents notified by letter;
- Site notices around the site boundary to advertise major development/affect upon setting of listed building/impact upon PROW;
- Advertised in local press.

The application has undergone two rounds of formal publicity to allow residents to comment on the revised documents and updated development description. The first round of public consultation commenced in April 2025, and the second round of consultation commenced September 2025. During both rounds of publicity multiple site notices were displayed close to the application site.

Across both rounds of publicity, a total of 2 representations were received from local residents raising the following material planning issues:

- Impact upon highway network/increased traffic movements;
- Impact upon highway safety;
- Lack of renewable energy features;
- Lack of financial contributions towards schools/community facilities;
- Impact upon visual landscape.

The following matters were also raised, however these are not material planning considerations and as such are afforded no weight:

- Too many industrial buildings;
- Lack of occupied buildings;

Unfortunately, there is no mechanism to secure financial contributions towards school places/improvements and/or towards community facilities such as parks and open spaces, via employment developments. These forms of contributions can only be associated with residential developments via the mechanisms sets out in the adopted Local Plan and SPDs. Nevertheless, such contributions would have been secured via the outline/hybrid application. As such, no weight is afforded to these concerns.

The material planning considerations are addressed within the assessment section below.

Assessment

Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that: '*Where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise*'.

The NPPF (December 2024) at paragraph 2 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

The main issues for consideration are as follows:

- The Principle of the Development

Environmental Impacts

- Impact upon Visual Landscape and Surrounding Character
- Impact upon Heritage Assets
- Highways Considerations
- Ecology & Biodiversity Impacts
- Trees & Landscaping

Social Impacts

- Impact Upon Residential Amenity

Economic Impacts

- Job Creation

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

The Principle of the Development

The application site is allocated for employment development as defined in the adopted Local Plan (site specific reference ES17). The site-specific policy supports the development of 28.2ha of employment land which is to be developed in accordance with the adopted Hoyland North Masterplan Framework.

Local Plan Policy E1 and Local Plan Policy E2 state that employment uses should be located in sustainable locations, with circa 110.9ha of employment land to be provided at Hoyland.

Local Plan Policy LG2 identifies Hoyland as a priority location for growth, with Local Plan Policy E3: Uses on employment land specifying the range of uses supported at employment allocations as Use Classes B8, B2 and E(g)(iii).

The adopted Hoyland North Masterplan builds upon the Local Plan policies stating that the development should deliver high quality employment space.

The principle of the development has been previously established through the hybrid planning permission. An approved parameters plan and indicative masterplans, S106 agreement and a suite of conditions attached at outline stage serve to guide the design of the reserved matters proposals. It is recognised that the masterplan attached to the outline permission indicated a much larger building at this plot (up to circa 23,690sqm). Whilst this reserved matters application relates to a smaller building, the LPA have sought legal advice and are satisfied that the development is satisfactory in terms of according with the outline permission. Members may recall approving a deviation to the approved outline masterplan was also considered acceptable for the reserved matters application 2021/1691 for the unit to the north of Dearne Valley Parkway for approximately 31,612 sqm of built development, which is approximately 23% larger than the anticipated 25,500sqm size of the 2 units approved on the outline indicative masterplan.

The proposed development looks to secure 14,400sqm of employment space for uses which fall within Use Class E(g)(iii)/B2 and/or Use Class B8 (13,935sqm ground floor footprint and 464.5 sqm at upper floor office). The principle of this development would contribute towards the locational requirements and therefore accords with the adopted policies. The principle of the development is therefore afforded substantial weight.

The details to be considered in these reserved matters application relate to layout, scale, appearance and landscaping only, with access being approved at outline stage.

Environmental Impacts

Paragraph 8 (C) of the NPPF sets out the environmental objective which includes protecting and enhancing the natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The environmental impacts of the proposed development are assessed as follows:

Impact upon Visual Landscape and Surrounding Character

The approved outline parameters plan allowed for buildings (within Area 2C) to have maximum finished floor level at 147.0m AOD and a maximum building height of 12m.

Condition 19 as attached to the outline consent also restricted the eaves height of any building on the southern part of the hybrid site to 10m.

As mentioned above, the approved indicative masterplan anticipated a much larger building at this site in terms of floor area, with the employment floorspace expected to be in the region of 23,690sqm with the service yard stretching along the frontage, and car parking to the south-west.

However, the development hereby proposed is noticeably different to the outline masterplan, with the proposed building having a ridge height of 18.6m and an eaves height of 17m. In terms of ridge height, the building is 55% taller than the maximum height specified on the approved parameter plan.

As mentioned, the hybrid permission did include a mechanism for the building heights to be amended, as set out in Condition 20. Where a development is speculative, Condition 20 requires the reserved matters submission to be accompanied by an amended LVIA which shall demonstrate that there would be no harm to the wider landscape or other sensitive receptors, including impacts on the housing allocations adjoining the site.

As such, the application submission includes an LVIA which has been reviewed by the external Landscape Consultant and the BMBC Urban Design Officer. Initially, the application was submitted with a footprint of up to 24,000sqm. Together the size and scale of that proposal was considered to cause substantial harm upon the visual landscape. In response to these concerns, the proposal was amended to a reduced footprint as hereby proposed. The siting of the building has also been designed to mitigate the impact, with the building to be positioned in the eastern corner of plot, as close as possible to the landscape bunding. Mitigation in the form of planting and use of coloured cladding is proposed to help soften the appearance of the building. In addition, the proposed elevations indicate that the FFL of the building would be 145.5m AOD. This is 1.5m lower than the anticipated FFL of 147m AOD as stated on the approved parameter plan, thus would provide a slight mitigating effect to overall level of the ridge within the landscape.

Based on the amended proposal, the Landscape Consultant is satisfied that the harm upon the landscape, as a result of the increased building height has been suitably mitigated, with the smaller footprint also lessening any substantial impact. Whilst initially, there will be some impact upon the landscape, over time this will be mitigated through landscaping planting and bunding. The Landscape Consultant confirms that Units 1-3 (already built and partially occupied) and the hereby proposed Unit 7 may remain visible for circa 30years, with Unit 4 (construction commenced) likely to remain visible for the lifetime of that development and will therefore be the most prominent building on the skyline. On this basis, the Landscape Consultant considers that the proposed height of Unit 7 is acceptable.

It is important to note that in the submitted comments, there is a clear emphasis upon the remaining plots (including the prospective Plot 8) being developed in accordance with the approved outline parameters plan, to help further mitigate/screen the building hereby proposed. Though the height/scale of future developments cannot be secured via this reserved matters application, the Applicant has provided additional justification (see statement dated: 7/11/2025) which reads as follows: *'...we anticipate development at units 5, 6 and 8 to include buildings of a footprint size that is compatible with a height in accordance with the outline planning permission limits. For clarity, that is the maximum allowed finished floor level as indicated on the approved Parameters Plan.'*

In terms of the impact upon the adjacent housing allocations (site ref: HS64 in particular) additional site sections have been provided to address concerns raised by the Urban Design Officer. The Officer still has some reservations, with the final consultation comments stating, *'I am still of the view that the material (substantial) increase in the maximum height of unit 7,*

from 12m to 18.6m, will substantially affect the setting of residential development for site HS64.'

Whilst Condition 20 does specifically make reference to the '*impacts on the housing allocations adjoining the site*' given the lack of objection from the Landscape Consultant and the absence of any formal planning application at the housing site, the harm introduced upon allocation HS64 can only be afforded limited weight. Nevertheless, the LPA have contacted the landowner of the housing site and have received no formal comments/objection in response to the amended plans. It is also important to note that the masterplan framework document suggests that land closest to the application site would be developed as a cricket pitch rather than residential houses.

In terms of the appearance of the building and its external materials, the Urban Design Officer has confirmed that these are acceptable. The building will be finished in a mixture of green and grey cladding, which reflects the colour palette specified at page 14 of the adopted Masterplan Framework.

Whilst the layout of the development differs from the outline masterplan, this is considered to be acceptable. The service yard will be provided to the front of the building, which reflects the outline layout, though the car parking is to be accommodated along the north-eastern boundary rather than to the west, due to coal mining legacy issues. The amended car park position is not expected to cause significant harm upon the layout of the wider employment site.

To further protect the visual appearance of the landscape, further consideration of the lighting scheme and signage will be required. Both the Urban Design Officer and the Landscape Consultant have suggested that any future signage is erected in a position no higher than 12m above finished floor level to avoid increasing the building's long-term visibility. An informative has been attached to this effect.

In summary, the LPA is of the opinion that the requirements of Condition 20 have been satisfied, with the main concerns raised by the Conservation Officer, Landscape Consultant and Urban Design Officer having been addressed by the amended proposal. Although the Urban Design Officer still has some concerns regarding the height of the development, this does not constitute as a formal objection. The harm introduced upon the landscape is therefore afforded moderate weight.

Impact upon Heritage Assets

Building upon the assessment above, the Conservation Officer has reviewed the proposal in terms of the impact upon nearby listed assets and the views from Worsbrough Conservation Area.

The Conservation Officer has taken into account the assessment undertaken by the Landscape Consultant. The Officer previously raised concerns that this development would impact longer distance views towards the masterplan area and that some harm would be introduced. However, the harm is considered to be relatively minor and does not constitute as an objection.

However, the Conservation Officer has also confirmed that if prospective Unit 8 was to be proposed at a similar height to this proposal, this would result in a harmful cumulative impact. The Officer concludes that '*Unit 8 must be significantly lower than its neighbour to the east [the development hereby proposed] and care in reducing its appearance in the landscape must be taken to avoid more harm.*'

In summary, the proposal accords with Local Plan Policy HE1, and the harm introduced upon heritage assets is afforded limited weight.

Highways Considerations

National Highways

National Highways have reviewed the planning application in terms of the impact upon the strategic highway network, which follows the thorough assessment undertaken as part of the hybrid application. Condition 21 on the hybrid permission restricted the amount of B8 floorspace across the wider employment site to a maximum of 75% which equates to 76,644sqm. In the event that the entirety of this building was to be used for B8 operations, this threshold would not be exceeded.

National Highways have confirmed that they have no objection to this development subject to the amount of B2 floorspace not exceeding the percentage specified in the relevant condition. As mentioned above, this development would take the total B2 floorspace to a maximum of 64,553sqm (12,091sqm remaining) and is therefore acceptable in this regard.

Highways Development Control

The Highways DC Officer has reviewed the proposal in terms of localised highways impacts, building upon the assessment of the Travel Plan and Transport Assessment undertaken as part of the hybrid application. The hybrid application also secured the wider site access arrangements, with this application detailing the internal plot layout. This application has been supported by a Transport Statement which includes swept path plans.

Within this plot, 148 car parking spaces and 15 HGV trailer spaces will be provided. A total of 36 cycle spaces are also proposed, with dedicated cycle storage buildings. The Highways DC Officer has confirmed that the amount of parking for both staff and visitors is sufficient.

The Highways DC Officer notes that the application proposes two separate accesses off Newton Road, rather than a single access as indicated on the outline masterplan. Additional tracking has been provided to support this, as requested by the Highways DC Officer.

In summary the Highways DC Officer has no objection to the proposal subject to strict compliance with the conditions proposed relating to visibility; gradients and surfacing.

Overall, the proposal is in accordance with Local Plan Policy T3, and the highways impact of this development is acceptable, which weighs significantly in favour of the application.

Ecology & Biodiversity Considerations

Schedule 4 of the S106 Agreement associated with the hybrid permission secures the biodiversity net gain requirements in accordance with the adopted Masterplan Framework. Condition 28 of the outline consent requires additional biodiversity details to be provided with each subsequent reserved matters application, to demonstrate that +10% net gain is being achieved.

The application submission includes a Biodiversity Impact Assessment (Rev B) and associated biodiversity metric. The impact assessment and metric indicate that the proposals will cause a loss of -11.52 habitat units (-55.09%) and 2.50 hedgerow units (-73.8%). The shortfall in units has been addressed through off-site habitat enhancement proposals set out within the Biodiversity Offsetting Scheme report (Rev C).

This report and associated biodiversity metric have been submitted to meet the requirements of Schedule 4 of the Section 106 agreement, relating to planning permission 2019/1573. These set out how overall the development area covered under the 2019/1573 permission will achieve a +10% net gain in biodiversity, by addressing losses of biodiversity units through offsite habitat enhancement and creation. The loss of habitat units resulting from the development of the Unit 7 site will be dealt with through the enhancement of woodland habitat within the nearby Barrow Colliery site. The metric indicates that through the enhancement of 8.92 hectares of off-site woodland habitat, in conjunction with other habitat enhancement and creation works proposed/underway in relation to the previous phases of development, overall there should be a gain of 15.73 habitat units (+12.53%) and 2.02 hedgerow units (+10.40%).

The requirement of the Hoyland North Masterplan Framework for a +10% net gain in biodiversity is therefore met. An Offsite Habitat Management Plan (Rev A) has been submitted and this details the management of off-site habitats, which the Biodiversity Officer considers to be satisfactory. As the Barrow Colliery site forms part of the Dearne Valley Wetlands SSSI, the landowner should consult with Natural England via a S28E consent to permit the proposed management works (referred to as an informative).

In addition to proposed on-site and off-site habitat works, documents have been submitted which include proposals to enhance the site for wildlife, such as bat and bird box installation and the provision of log piles to benefit amphibian species, which is welcomed.

Taken into account all of the above the proposal is considered to accord with Local Plan Policy BIO1 and the adopted Hoyland North Masterplan Framework in regard to Ecology and BNG, and as such, is afforded significant weight.

Trees & Landscaping Considerations

Building upon the assessment above, in terms of the proposed tree impacts and landscaping proposals, the Forestry Officer has reviewed the application submission. The tree retention and removal details, along with the tree protection measures were mostly agreed via the hybrid permission.

The proposals broadly follow what has been approved at the adjacent plots. The Forestry Officer did raise some queries regarding the consistency of the submitted documents and the specimens of the proposed tree planting, which has been resolved through the submission of the amended plans.

As mentioned above, the Urban Design Officer and Landscape Consultant have reviewed the landscaping information in terms of the mitigation and also raise no objection to the proposed species and mix of planting. However, a condition has been proposed to ensure that the mitigation planting is installed in the planting season following the construction of the roof. This will ensure that the mitigation planting is installed as early as possible to protect the visual landscape. Overall, there is no objection in terms of the impact upon trees and landscaping subject to the condition proposed relating to implementation. The proposal accords with Local Plan Policy BIO1 in this regard which weighs significantly in favour of the application.

Noise Pollution Considerations

The development proposals will generate an element of noise pollution by virtue of the additional traffic movements and associated activities. However given the nature of the surrounding uses and the absence of any nearby residential properties, this is not considered to cause significant disturbance.

Conditions were attached to the hybrid permission in relation to noise levels with conditions 49 and 50 stating noise levels from plant; deliveries and servicing shall not exceed the levels specified in the submitted noise assessment. This means that the plant/substation infrastructure proposed within this application cannot exceed the noise levels previously agreed. An informative is proposed to this effect.

In terms of the noise impact upon residential amenity, this is assessed further in the section below. Taking the above into account the proposal is considered to comply with Local Plan Policy POLL1 and there is no objection in terms of the environmental impact of noise pollution, which is afforded significant weight in the overall planning balance.

Sustainability Considerations

It is noted that in the neighbour representations a concern regarding '*a lack of renewable energy features*' was received. However, the proposed plans demonstrate that the building roof will consist of over 2000 photovoltaic/ solar panels which will be capable of generating 800,000 kWh of green renewable energy each year. As the occupier of the building is not yet confirmed it is unclear how much energy their operations will require. The Applicant has however confirmed, that after the occupier's on-site usage, any surplus energy generated by the solar PV panels will be directed to the grid and thereby provide a broader community / sustainability benefit. The submitted information also states that the building will utilise air source heat pumps to heat/cool the proposed upper floor office space.

The building has been designed to achieve a BREEAM score of 'Excellent' (thus exceeding the requirements of Local Plan Policy CC2: Sustainable Design and Construction) and includes features such as EV charging parking bays and cycle park to encourage sustainable methods of travel.

Issues relating to air quality and the number of travel movements were assessed in detail during the hybrid application. Taking the above into account the proposal meets and exceeds the criteria set out in Local Plan Policy CC2 Sustainable design and Construction. On this basis the development is considered to be acceptable in terms of sustainability and is afforded substantial weight in this regard.

Summary of Environmental Impacts

Overall, and taken in context that this site is allocated as a strategic employment site and already has outline planning permission for such uses, the environmental impacts of the development are considered to be acceptable on balance. It is recognised that the proposed height of this development will cause some harm upon the appearance of the landscape and long-range views towards/across the site. It is also noted that this proposal fails to accord with the approved parameters plan in terms of the building height; and the outline masterplan in relation to the size of the floorspace/footprint. This weighs significantly against the proposal.

However, the Landscape Consultant considers that the impact upon the landscape can be suitably mitigated, with the smaller footprint also partially alleviating the initial concerns. Additionally, the Urban Design Officer and Conservation Officer have not formally objected to the amended scheme. The proposed use of green/grey cladding accords with the Hoyland North Masterplan and together with the proposed landscaping; squarer shaped footprint and corner position will mitigate the harm introduced upon the landscape. As such Condition 20 of the hybrid permission has been addressed.

The submitted ecology and BNG information is acceptable and accords with Local Plan Policy BIO1 and the relevant Biodiversity and Geodiversity SPD. The building is acceptable

in terms of sustainability, with the solar panel roof design expected to generate 800,000 kWh of green renewable energy each year.

Additional vehicle tracking plans have been provided and there are no concerns raised in terms of the impact upon highways, subject to the B2 floorspace limit not being breached. The proposal is therefore in accordance with Local Plan Policy T3 and T4.

The environmental impact of the development is considered to be acceptable and moderate weight in favour of the development should be attached to this.

Social Impacts

NPPF Paragraph 8(B) sets out the social objective, stating that proposals should support strong, vibrant and healthy communities, by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.

The social impacts of the development are assessed as follows:

Impact Upon Residential Amenity

The relationship between the proposed development and the existing residential properties was considered in detail during the assessment of the hybrid application. The closest existing properties are located at Tinker Lane/Rockingham Street circa 410m in a south-western direction.

Though the increased height of the proposed building means that the development may partially be in view, any impact would be limited given the distance between the application site and the closest properties. The established tree belt which wraps around the south-western corner of the site provides further screening. Nevertheless, the intervening distances between the unit and the residential dwellings means that there would be no direct impact upon amenity in terms of potential overshadowing or oppressive appearance. The differences in land levels and intervening vegetation, together with the proposed landscaping, will safeguard privacy and outlook. far exceeding the thresholds required in the adopted Residential Amenity and the Siting of Buildings SPD.

Additionally, the Pollution Control Officer has not raised any issues regarding impact on residential amenity in terms of dust or noise either during the construction phase or the operational phase of the development.

As mentioned above, the application site is located adjacent to housing allocation ref: HS64. Whilst there is no live planning application at this site, thus no existing amenity, the impact upon future residents has been considered and intervening screening bunds proposed. However, as described in the sections above, the Hoyland North Masterplan Framework indicates that the land closest to the application site shall be developed as a cricket pitch/ pitches, which therefore suggests that standard separation distances will be exceeded by a significant amount between the proposed development and any future residential properties. As such, the harm upon future amenity would be limited.

It is noted that two letters of objection were received from local residents, albeit the issues primarily related to environmental matters rather than amenity, with the concerns raised addressed in the section above. Overall, the impact upon residential amenity is afforded limited weight.

Summary of Social Impacts

Overall, and taken in context that this site is allocated as a strategic employment site and already has outline planning permission for such uses, the social impacts of the development are considered to be acceptable. Similar uses are already occurring at the wider employment site, as per the previously approved reserved matters applications, with this proposal not expected to cause significantly more disturbance than existing. The Pollution Control Officer has raised no further concerns subject to strict accordance with the noise levels specified in the hybrid permission.

Whilst the development does not create direct social benefits (such as access to housing) the suggested job creation/access to training/skills growth does in turn have an impact upon social wellbeing and values. This is expanded upon further below.

Nevertheless, the development does not have any negative social impacts, with principle of the proposal according with the site's designation in the adopted Local Plan; Hoyland North Masterplan Framework and hybrid planning permission. The development accords with Local Plan Policy POLL1 and GD1 as well as the adopted Residential Amenity and Siting of Buildings SPD. The social impact of the development is considered to be acceptable and significant weight should be attached to this in favour of the development.

Economic Impacts

NPPF Paragraph 8(A) sets out the economic objective, stating that proposals should help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

The economic impacts of the development are assessed as follows:

Job Creation/Economic Benefits

The proposed development is speculative, and there is not pre-let agreement. This means the exact number of jobs to be created by this development is currently unknown. However, based on the size and scale of the proposed development, circa 190 full-time equivalent jobs could be generated, if the building was to be used as a regional distribution centre (Use Class B8). Enterprising Barnsley supports the proposal and consider that the proposed building size and height align well with the type of modern industrial and logistics space which are in high demand across the borough. Enterprising Barnsley considers the proposed specification is appropriate and competitive and would help meet demand and support job creation and inward investment in the area.

If the building was to be used for general industrial or manufacturing operations (Use Class B2), where employment densities tend to be higher, the job creation could potentially reach up to 400 full-time equivalent. These estimated job creation numbers includes roles such as warehouse operatives, drivers, supervisors, administrative and managerial staff, as well as industry-specific roles for manufacturing uses.

In addition to the above, the development would generate circa 190 temporary construction jobs over a typical 12–16-month construction period. These roles include groundworkers, steel fabricators, M&E contractors, cladding installers, fit-out specialists, site management, health and safety and quality assurance personnel.

Additional employment is also generated indirectly through the construction supply chain. Demand for materials, equipment and specialist services (such as steel and concrete production, insulation and glazing supply, plant hire, architecture, engineering, surveying, and transport) will further support jobs and local economic growth.

Employment during both the construction and operational phase would lead to increased expenditure in local shops, cafés, accommodation, transport, and professional services etc. In total 132 indirect or induced jobs are estimated to be created in the wider economy. Overall, the economic benefits associated with the development weighs substantially in favour of the application.

Summary of Economic Impacts

Overall, and taken in context that this site is allocated as a strategic employment site and already has outline planning permission for such uses, the economic impacts of the development are welcomed. The development will create a sizeable number of jobs both during construction and once operational. The development will also provide much needed warehouse/employment floorspace as demonstrated within the Enterprising Barnsley comments.

The development will provide significant economic benefits, according with Local Plan Policies E1, E2 and E3 and section 6 of the NPPF and is therefore afforded substantial weight in the overall planning balance.

Planning Balance & Conclusions

Planning Balance

A summary of the weights which have been afforded to each material planning consideration are summarised in the table below:

The Principle of the Development	Substantial
Impact upon Visual Landscape and Surrounding Character	Moderate
Impact upon Heritage Assets	Limited
Highways Considerations	Significant
Ecology & Biodiversity Considerations	Significant
Trees & Landscaping Considerations	Significant
Noise Pollution Considerations	Significant
Sustainability Considerations	Substantial
Summary of Environmental Impacts	Moderate
Impact Upon Residential Amenity	Limited
Summary of Social Impacts	Significant
Job Creation	Substantial
Summary of Economic Impacts	Substantial

Conclusion

The National Planning Policy Framework is an important material consideration related to this case, in particular paragraph 85 which states that '*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 accordance with Paragraph 11 of the NPPF the proposal is considered in the context of the presumption in favour of sustainable development. The proposal is located within a sustainable location on a site which benefits from outline planning permission for employment uses and is allocated for employment development in the adopted the Local Plan. In addition, the site is located in the Hoyland area and as such the proposal also accords with Local Plan Policy E1: Providing Strategic Employment Locations; Policy E2: The Distribution of New Employment Sites and Policy LG2: The Location of Growth, in

regard to the location of the site. The principle of the development is therefore acceptable, and this weighs substantially in favour of the application.

This assessment considers the 4th reserved matters application of the outline planning permission element of 2019/1573, granted on 10th August 2020. The reserved matters relate to appearance, landscaping, layout and scale for Plot 7. These matters are summarised as follows:

Layout – the proposal is much smaller than anticipated at outline stage, with the proposal looking to develop roughly 60% of the Plot 7 site (as indicated on the outline masterplan). The layout also slightly differs in terms of the access arrangements and position of the proposed car parking. Nevertheless, the LPA has sought Legal advice and is satisfied that this reserved matters application accords with the hybrid permission and therefore has no concerns regarding the proposed layout. The alterations to the layout are not significant, and do not substantially harm the appearance or character of the employment site, nor the visual landscape. The size of the parking area accords with the relevant Parking SPD, and there are no concerns from consultees in this regard.

Appearance - the external materials; design and proposed colour scheme, using green and grey colours, accord with the colour palette included in the Hoyland North Masterplan Framework, as well as replicate the design on the adjacent (approved) buildings. The Urban Design Officer has confirmed that the appearance of the building is acceptable and accords with the relevant Local Plan policies in this regard.

Scale – the proposed building significantly exceeds the eaves and building heights specified in the approved parameter plan and Condition 19 of the hybrid permission. However, the Landscape Consultant concludes that the submitted LVIA sufficiently satisfies Condition 20. The LVIA demonstrates that the amended scheme would not cause a significantly greater impact upon the landscape and/or views from the closest heritage assets so long as the proposed mitigation is implemented and the remainder of the wider employment site is constructed in accordance with the approved parameters plan.

Landscaping – the application submission includes detailed landscaping information in relation to the landscape bund along the southern boundary and planting within the plot. This will help to mitigate/screen the building when viewed against the wider landscape.

Building upon the assessment of the reserved matters, this development would lead to significant investment and a sizable number of employment opportunities during both the construction and operational stage. Enterprising Barnsley fully support the application with there being a particular emphasis on the requirement for units of the proposed size and scale.

In terms of the deviation from the approved parameters plan/outline masterplan it is worth noting that the Members have allowed some minor deviation from these documents at reserved matters stage for other approved/constructed units related to the hybrid permission. This includes supporting buildings at a slightly taller height, albeit this has been offset by the lowering of the floor level and development platforms. The developer has confirmed that the plateau cannot be substantially lowered in this instance as this would affect the plot access and drainage arrangements, as well as generate a large volume of surplus material which cannot be used on site and would need to be removed, thus causing greater environmental impacts. However, the FFL of the proposed building would be approximately 1.5m lower than the maximum FFL specified on the approved parameter plan, which would also provide additional mitigation.

The site benefits from outline planning permission and is well located for employment uses, with easy access to J36 of the M1 motorway. In addition, the proposed range of uses B2, B8 and E(g)(iii) accord with Local Plan Policy E3: Uses on Employment Land. In this instance, the economic benefits of the development are considered to outweigh the harm introduced upon the visual appearance of the landscape.

However, it is important to emphasise that this conclusion has been reached based on the assumption that the remaining plots are developed in accordance with the building heights specified on the approved parameters plan. Both the Conservation Officer and Landscape Consultant make it clear that further deviation from the parameters plan would cause a substantial cumulative harm upon the visual landscape which cannot be mitigated by landscaping. This also includes any future extension to the building hereby proposed and any development at prospective Unit 8.

Overall, and taking into account the relevant development plan policies and other material considerations, including the Hoyland North Masterplan Framework and the planning conditions attached to the outline permission, it is not considered that there are any significant and demonstrable adverse impacts which would outweigh the benefits associated with the granting of planning permission for the scheme.

Recommendation

MEMBERS RESOLVE TO APPROVE RESERVED MATTERS FOR THE PROPOSED DEVELOPMENT SUBJECT TO THE CONDITIONS BELOW: