

Planning Statement

Planning application for improvements
to existing access, provision of a new site access,
additional car parking, substation and
enhanced landscaping

at

**Wentworth Way Industrial Estate, Wentworth Way
Tankersley, Barnsley, S75 3DH**

on behalf of

**COMPANY
SHOP
GROUP**

Part of the **Biffa** group

by



H e a t o n s
Planning Environment Design

CONTENTS

1	INTRODUCTION	1
1.1	Purpose of this report	1
1.2	The Applicant.....	2
2	SITE APPRAISAL	4
2.1	Site Location	4
2.2	Site Context and Planning History	4
3	DESCRIPTION OF THE PROPOSED DEVELOPMENT.....	6
3.1	Introduction.....	6
3.2	Site Access	6
3.3	Parking Provision	6
3.4	Transport Movements.....	7
3.5	Employment	7
3.6	Hours of Operation.....	7
3.7	Site Drainage	7
3.8	Landscaping.....	7
3.9	Substation.....	7
4	PLANNING POLICY CONSIDERATIONS	8
4.1	Introduction.....	8
4.2	The Development Plan	8
4.3	Material Considerations	10
4.4	Planning Policy Conclusions	13
5	ENVIRONMENTAL CONSIDERATIONS.....	14
5.1	Biodiversity	14
5.2	Arboriculture	15
5.3	Flood Risk and Drainage	19
5.4	Transport	22
5.5	Landscape	24
6	NEED	25
6.1	Health and Safety	25
6.2	Parking provision	25
7	CONCLUSIONS	26
7.1	Summary	26

DRAWINGS

Site Location D.001

Existing Site Layout D.002

Proposed Site Layout D.003

Landscaping D.004

11kV Close Coupled GRP Substation to 1000kVA EPN-GEN-BC01-001 Rev B

Revision	Author	Checked by	Date
B	GI	CS	15/07/24

1 INTRODUCTION

1.1 Purpose of this report

- 1.1.1 This document is a Planning Statement (PS) prepared by Heaton's on behalf of The Company Shop (the applicant) who are part of the Biffa Group, to support a planning application at Wentworth Industrial Estate (the site). This application seeks permission to improve the existing access arrangements for the site by segregating HGV and staff access as well as providing additional car parking and improved landscaping to support the continued operation of this important food sales outlet.
- 1.1.2 This PS accompanies the planning application and sets out the relevant planning policies to be considered as part of the application determination. The PS also considers the potential for environmental effects arising from the proposed development and any mitigation measures considered necessary to remove or minimise such effects.

1.2 The Applicant

- 1.2.1 Company Shop is the UK's largest commercial redistributor of surplus products in the country with contractual agreements in place to take branded stock from major retailers and manufacturers. The Company Shop handles in excess of 100 million surplus items each year, supporting the industry to get financial, social and environmental returns.
- 1.2.2 Operating alongside, and with agreement from, the major food manufacturers and retailers, Company Shop redistributes food from warehouses and manufacturers to their stores.
- 1.2.3 The business operates on the basis of a membership structure. Membership is granted to employees from the food manufacturing industry, NHS, and emergency services, as well as to key workers including, for example, care home workers. Members are able to visit Company Shop's facilities to purchase highly discounted goods.
- 1.2.4 The membership structure allows Company Shop and their suppliers to offer discounts which average at around 53% against usual retail prices, with discounts on groceries (chilled and frozen foods), toiletries, household goods, perfumes and drinks to those who are eligible. The stock available in each store changes daily as it consists of oversupplied or unsold goods which are then taken on by Company Shop.
- 1.2.5 The business model is dependent upon the retail and processing/warehouse facilities being located in discrete yet accessible locations, away from standard

retailers to limit competition and presence for those not eligible for membership. It ensures that only those eligible for membership know the location, thus limiting confusion and refusal for those members of the public who are not eligible but may otherwise visit if it were in a traditional high street or other defined centre.

1.3 Background

- 1.3.1 The site was constructed in two phases, with planning permission received in 2009 to erect a warehouse unit for food sales (phase 1) with associated storage, packing, servicing and car parking on vacant land, formerly used as a car park for Mercedes-Benz. An extension to the site (phase 2) received planning permission in 2010, which included an additional warehouse unit with ancillary storage and packing facilities.
- 1.3.2 The site has been operating successfully as a food sales outlet for a number of years. At present, Heavy Goods Vehicles (HGVs) and employees' personal vehicles share the same access point off Wentworth Way. This application seeks to significantly improve the existing access arrangements at the site which are currently used by both lorries (HGVs) and cars. A new, dedicated non-HGV access would be created midway along the western boundary of the site. This would only be used by employees and visitors and would improve highway safety and reduce congestion on the sites' internal road network. The proposals also seek to widen the existing access to provide more capacity for HGVs to ensure they do not queue onto the public highway, which frequently happens at present. The scheme also proposes to increase the number of parking bays at the site, incorporates improved landscaping and would deliver a new transformer to serve the operation.
- 1.3.3 To assist Barnsley Metropolitan Borough Council (BMBC), the Local Planning Authority (LPA), in arriving at a considered view, details of the proposed development and a site description are outlined below along with a broad assessment of any potential environmental effects and their significance. In addition to environmental matters, other considerations material to the preparation and consideration of the planning application are also set out below.
- 1.3.4 This PS should be read in conjunction with the following documents:
- Preliminary Ecological Appraisal;
 - BNG Report;
 - Arboricultural Survey and Impact Assessment;
 - Drainage Strategy Report;
 - Transport Statement; and

- Travel Plan.

1.3.5 In addition, the following plans accompany this planning application:

- Site Location Plan;
- Existing Site Layout;
- Proposed Site Layout;
- Landscaping; and
- 11kV Close Coupled GRP Substation to 1000kVA EPN-GEN-BC01-001 Rev B.

2 SITE APPRAISAL

2.1 Site Location

- 2.1.1 The application area extends to approximately 0.5 hectares (ha) and lies approximately 6.5km to the south south-west of the centre of Barnsley. The M1 Link Road runs approximately 1.3km to the west of the site. The River Don runs north to south approximately 3.8km west of the site.
- 2.1.2 The site sits centrally within Wentworth Industrial Estate which lies south-west of Tankersley village. The site is accessed off Wentworth Way which forms the northern and eastern boundary of the wider site. The A61 runs east to west approximately 500m south of the site, connecting the site to the M1 to the east and the A616 towards Manchester to the west.
- 2.1.3 The Industrial Estate is surrounded by South and West Yorkshire Green. The immediate landscape comprises agricultural cropland, several small settlements and the M1 strategic transport network. Areas of ancient and plantation woodland lie within the immediate landscape including statutory designated Potters Holes Plantation Local Nature Reserve (LNR) approximately 500m east of the site.
- 2.1.4 There are a further four non-statutory designated sites within 2km of the site. Potter Holes, West Wood and Rockley Woods Local Wildlife Site (LWS) are located more than 400m away from the site to the west, south and north respectively. Sowell Pond and Westwood Lane Meadow LWS lie approximately 100m south of the site.
- 2.1.5 The nearest Listed Buildings are the Grade II listed Tankersley Farmhouse, farm cottage and attached farm buildings and Grade II listed 'farmhouse approximately 80m east of Tankersley Farmhouse' located to the south-east of the site. Other Listed Buildings within 1km of the site include Grade II listed 'The Old Manor House in Pilley', approximately 900m north of the site. Wortley Hall registered Park and Garden lies approximately 780m west of the site.

2.2 Site Context and Planning History

- 2.2.1 The site is currently a combination of hardstanding and amenity grassland covering the northern extent of the food sales outlet. Phase 1 of the food sales outlet received planning permission in 2009 (ref. 2009/0802), with phase 2 receiving permission shortly after in 2010 (ref. 2010/1174). Prior to this, the site was used as a vehicle processing, storage and distribution centre for Mercedes-Benz.

2.2.2 The planning history for the site is set out below:

- Application reference B/84/1461/WO for the erection of a vehicle processing, storage and distribution centre with car parking was granted on 30th November 1994.
- Application reference B/97/1513/WO to remove Condition No. 8 of planning consent B/84/1461/WO was granted on 29th January 1998.
- Application reference B/00/0124/WO to erect an extension to the existing workshop and to vehicle inspection building was granted on 6th March 2000.
- Application reference 2009/0802 for the erection of a food sales outlet with associated storage, packing, servicing and car parking was granted on 28th August 2009.
- Application reference 2010/1104 for a minor material amendment to the warehouse and service yard (ref. 2009/0802) was granted on 9th December 2010.

3 DESCRIPTION OF THE PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 The elements of this planning application are set out below:

- Improvements to the existing access onto Wentworth Way;
- Creation of a dedicated staff vehicle access;
- Provision of additional staff parking and associated landscaping works; and
- Provision of an 800kva substation.

3.2 Site Access

3.2.1 There is currently a single access point serving the site, located to the east of the site offices off Wentworth Way. This requires HGVs and staff to use the same access point. The use of this existing, relatively narrow and rather restrictive access by both heavy goods lorries and staff cars presents significant health and safety risks.

3.2.2 Under the proposals, the existing access point would be retained and the internal road widened along the length of the service road to provide sufficient queueing space for HGVs to ensure they do not queue onto the public highway which is frequently occurring at present. The existing access, once improved, would then become a dedicated access for HGVs.

3.2.3 A new vehicle access is proposed further west of the existing access to cater for staff and visitor vehicle movements. This access would lead directly to the staff parking area.

3.2.4 The combination of the above will greatly improve safety for all drivers and vehicles accessing the site.

3.3 Parking Provision

3.3.1 Following the results of a car park accumulation study, it has been determined that additional parking bays are required to support the continued operation of the site. In addition, widening of the existing access will result in a loss of 8 visitor spaces. Therefore, additional parking is proposed to compensate for this. An additional 50 car parking spaces for staff and visitors are proposed to the north of the site offices on an area which is currently grassed.

3.3.2 A new cycle storage facility will also be provided.

3.4 Transport Movements

- 3.4.1 A travel survey has been undertaken to determine modes of staff transport to the site. On the day of the survey, out of the 240 trips recorded to site, the majority of were by car (208). Other transport modes included public transport (8), motorbike (6), bicycle (6), taxi (4), on foot (4) and a lift (4).
- 3.4.2 The site will continue to operate as approved with no changes proposed to existing vehicle numbers.

3.5 Employment

- 3.5.1 The site employs approximately 240 people across head office, internal, agency and superstore roles.
- 3.5.2 The proposals will support existing employment numbers and provide additional parking and bike storage for employees.

3.6 Hours of Operation

- 3.6.1 No changes to the approved operational hours are proposed.

3.7 Site Drainage

- 3.7.1 The proposals would increase the amount of impermeable surface within the site, therefore, the proposed site layout has been designed to include an open storage feature for surface water runoff from the proposed car park. The proposed discharge rate is to be restricted to 2l/s with a storage capacity of 90m³. Surface water will be treated prior to being discharged into the main network.

3.8 Landscaping

- 3.8.1 The proposals incorporate enhanced landscaping and biodiversity net gain equating to an increase of over 37% in habitat units compared to the existing baseline, comprising trees planting, mixed native scrub, grassland and mixed native hedgerow.
- 3.8.2 It is also proposed to enhance existing grassland habitat within the site through seeding a wildflower mix and implementing a low intervention management strategy (one cut per year).

3.9 Substation

- 3.9.1 In conjunction with the access and parking improvements, a substation is to be erected within the western extent of the site. Details of the substation are illustrated in drawing EPN-GEN-BC01-001 Rev B.

4 PLANNING POLICY CONSIDERATIONS

4.1 Introduction

- 4.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that determination by the relevant LPA, in this instance, Barnsley Metropolitan Borough Council (BMBC), must be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.1.2 In reaching a decision on this application the first consideration is therefore whether the proposals accord with the Development Plan. Having done this, it is then necessary to have regard to all other material considerations, which include all relevant policy considerations contained in the emerging Development Plan as well as national planning policy and guidance.
- 4.1.3 This chapter of the Planning Statement focuses on the key planning policy considerations including the acceptability of the proposed development. Consideration of the relevant planning policies provides a reasoned justification for granting planning permission.

4.2 The Development Plan

- 4.2.1 The Development Plan in this case includes:
- Barnsley Local Plan (2019).
- 4.2.2 Material considerations include:
- National Planning Policy Framework – Last amended December 2023; and
 - Planning Practice Guidance.
- 4.2.3 The adopted Local Plan forms the statutory Development Plan for Barnsley and provides a policy framework for all new developments. The Local Plan sets out the Council's vision and strategy for the area until 2033, providing the basis for decision making on planning applications.
- 4.2.4 Key policies of relevance to the determination of the proposal are summarised in the following paragraphs.
- Barnsley Local Plan (2019)
- 4.2.5 Policy SD1 Presumption in Favour of Sustainable Development mirrors guidance contained in the NPPF whereby the council are required to take a positive approach when considering development proposals. The council will work proactively to find

solutions and help to secure development that improves the economic, social and environmental conditions in the area.

4.2.6 Policy GD1 General Development provides general parameters for development proposals including:

- ensuring no significant adverse effect on the living conditions and residential amenity of existing and future residents;
- being compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;
- development should not affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land;
- include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;
- any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;
- adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;
- any drains, culverts and other surface water bodies that may cross the site are considered; Appropriate landscaped boundaries are provided where sites are adjacent to open countryside; Any pylons are considered in the layout; and
- existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.

4.2.7 Policy T3 New Development and Sustainable Travel requires new development to be located and designed to reduce the need for travel, provide adequate levels of parking as set out in the Parking SPD and provide a Transport Assessment and Travel Plan where appropriate.

4.2.8 Policy T4 New Development and Transport Safety requires development to be designed and built to provide all transport users with safe, secure and convenient access and movement. Mitigation measures and/or financial contributions will be

sought where it is considered that development does not have suitable access and / or will impact on the safety or the efficiency of the highway.

- 4.2.9 Policy D1 High Quality Design and Place Making requires development to be of high quality design that respects the local character and features of Barnsley. Development should, inter alia, provide an accessible and inclusive environment with clear and obvious connections to the surrounding street and pedestrian network. Development should ensure ease of movement and legibility for all users and, through its layout and design, incorporate high quality hard and soft landscaping.
- 4.2.10 Policy BIO1 Biodiversity and Geodiversity requires development to conserve and enhance biodiversity and geological features in the borough, in accordance with the policy position contained in the NPPF. Development is required to, inter alia, maximise biodiversity and geodiversity opportunities in and around new developments, protect ancient and veteran trees and encourage provision of biodiversity enhancements.

4.3 Material Considerations

National Planning Policy Framework (NPPF) – last amended 2023

- 4.3.1 The NPPF is the primary national planning policy document and is a material consideration in the determination of planning applications. The NPPF has been subject to amendments since its initial publication in 2012, the most recent amendments being published in December 2023. The document sets out the overarching planning policy that shall be implemented through the development plan and determination process. Key paragraphs of relevance to the determination of the proposal are summarised below.
- 4.3.2 Paragraph 8 of the NPPF outlines the three overarching objectives for achieving sustainable development:
- ‘An economic objective – to 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;
 - A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and 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; and

- An environmental role –to protect and enhance our 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.'

4.3.3 The economic, social and environmental objectives should be pursued in mutually supportive ways. Paragraph 11 constitutes the Government's view of what sustainable development in England means in practice for the planning system. In terms of decision-taking, this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'

4.3.4 Paragraph 20 states that strategic policies should set out an overall strategy to make sufficient provision for, inter alia, transport, water supply and waste management.

4.3.5 Section 9 of the NPPF provides the policy position on sustainable transport. Paragraph 108 states that transport issues should be considered at the earliest stage of development proposals including, inter alia, patterns of movement, parking and other transport considerations. Paragraph 115 sets out the test for determining planning applications on highway grounds whereby '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.'

4.3.6 Paragraph 174 seeks to conserve and enhance the natural environment through, inter alia, protecting and enhancing valued landscapes, minimising impacts and providing net gains for biodiversity and preventing new development from

contributing to, or being affected by unacceptable levels of soil, air, water or noise pollution or land instability.

National Planning Policy for Waste (NPPW)

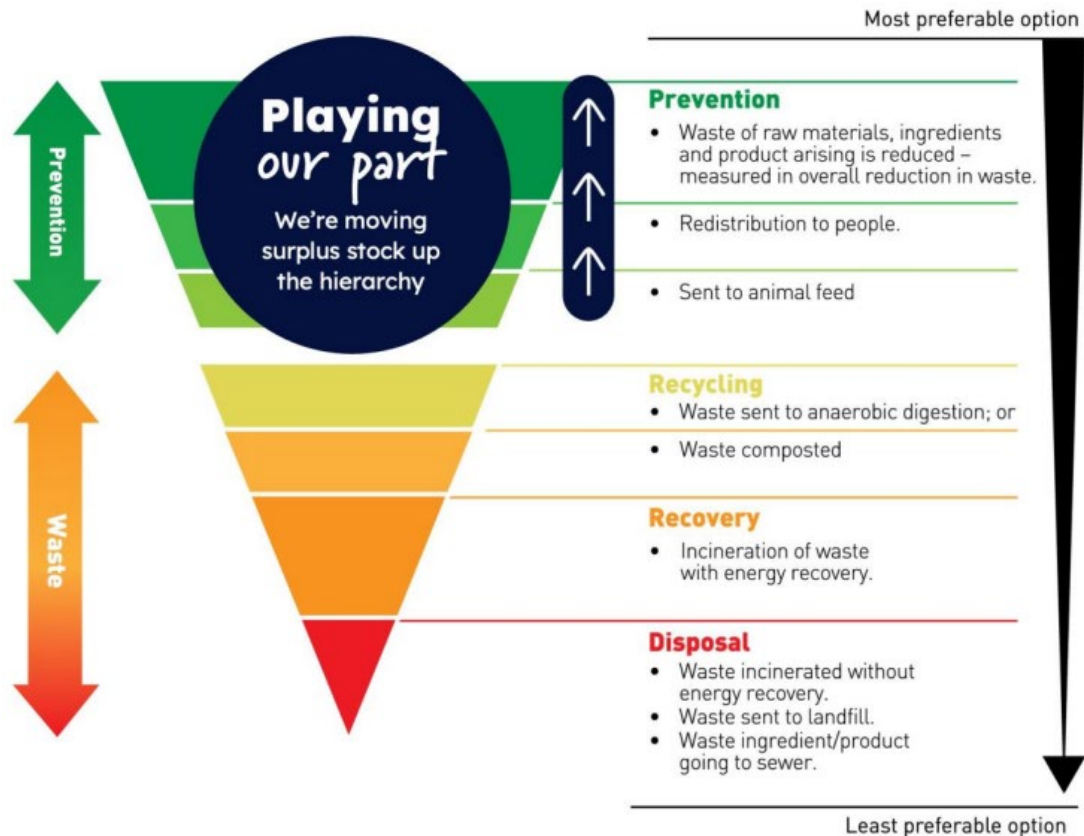
- 4.3.7 The Waste Hierarchy is set out in Appendix A of the NPPW as shown below.



- 4.3.8 The 'Waste Hierarchy' ranks waste management options according to what is best for the environment. It gives top priority to preventing waste in the first place. However, when waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill).

Food Waste Hierarchy (WRAP)

- 4.3.9 The food waste hierarchy (created by WRAP) exists to prevent food waste and minimise impact on the environment. Just 1kg of food waste to landfill produces the same carbon emissions as 25,000 plastic bottles in landfill. The higher up the pyramid food can be retained for consumption, the better for the people and the planet. As a surplus redistributor, the applicants have an important role in preventing millions of items and thousands of tonnes of food waste from going into landfill each year and instead ensuring it feeds people who most need it.



Planning Practice Guidance (PPG)

- 4.3.10 The Government's PPG should be read alongside the NPPF and is a material consideration in determining planning applications.

4.4 Planning Policy Conclusions

- 4.4.1 The development plan seeks to ensure that development is of high-quality design and is compatible with neighbouring land uses. Proposals should seek to protect the natural environment and provide biodiversity improvements. Proposals should be designed with safe, secure and convenient access and movement.
- 4.4.2 The site forms the northern extent of a food sales outlet business within an existing industrial site. The proposals support continued operation of the food sales outlet through access design improvements, an additional vehicular access and landscaping works. The proposals are considered to accord with the development plan and other material considerations.

5 ENVIRONMENTAL CONSIDERATIONS

5.1 Biodiversity

- 5.1.1 The site consists of an area of developed land with a sealed surface and an area of low value modified grassland. One mature pine tree and small areas of mixed scrub will be lost alongside modified grassland habitats. The semi natural habitats present within the site are small areas of common and widespread habitats and none of the habitats on the site are priority habitats or local biodiversity action plan habitats.
- 5.1.2 In order to ensure that the proposals will not result in any adverse impacts on the natural environment, a preliminary ecological appraisal (PEA) has been undertaken to support the development. The PEA includes an Extended UK Habitat Survey and a daytime bat walkover survey and potential roost assessment.
- 5.1.3 In summary, the PEA identifies and considers the scope for potential impacts on designated sites, habitats and species within the site and the surrounding study area. The report concludes that no adverse impacts on biodiversity are anticipated as a result of the proposed development.
- 5.1.4 The site does however have low suitability for foraging bats and suitability for breeding birds. In order to protect these species, the following mitigation measures are proposed:
- lighting on the site should be minimised, and avoided completely, where possible. No light should be allowed to spill onto the trees within the site; and
 - any vegetation clearance should be undertaken outside the bird nesting season, if possible. If this is not possible, the work will require an ecologist to check the area immediately prior to the vegetation removal.

Biodiversity Net Gain

- 5.1.5 In addition to the PEA, a comprehensive biodiversity net gain assessment has been carried out to determine the baseline biodiversity value of the site, and the predicted value post development.
- 5.1.6 The on-site baseline was calculated as 2.34 habitat units, with 0.8 habitat units being lost as part of the proposals.
- 5.1.7 With the proposed new landscaping and management of existing landscaping both on site and at the adjacent Company Shop supermarket, 3.26 habitat units would be created, meaning an overall increase in 0.92 habitat units compared to the existing baseline. This is an increase of 37.88%.

5.2 Arboriculture

Introduction

- 5.2.1 The site contains a number of trees, tree groups and hedges. 6 trees and 1 tree group will require removal to facilitate the development as they are situated in the footprint of the development or their retention and protection throughout the development is not suitable. 1 tree group will also require partial removal to facilitate the development.
- 5.2.2 In order to ensure that the proposals will not result in any unacceptable impacts on trees or hedges within the site, an Arboricultural Survey and Impact Assessment (AIA) has been undertaken to support the development. A summary of the findings is provided below.

Tree Survey Results

- 5.2.3 An online search was undertaken to ascertain whether any trees at the site are protected by a Tree Preservation Order (TPO) or are located within a Conservation Area (CA). The search confirmed that no trees at the site were protected by a TPO or located in a CA. Furthermore, there are no designated ancient woodlands or veteran / ancient trees within the survey area.
- 5.2.4 The tree survey identified 30 individual trees and 4 tree groups. Of the surveyed trees, 2 trees are retention category 'U', 11 trees are retention category 'B' and 21 trees, tree groups and hedges are retention category 'C'. The retention categories are set out below for clarity.
- A = retention most desirable. These trees are of very high quality and value with a good life expectancy.
 - B = retention desirable. These trees are of good quality and value with a significant life expectancy.
 - C = trees which could be retained. These trees are of low or average quality and value and are in adequate condition to remain until new planting could be established.
 - U = trees unsuitable for retention. These trees are in such a condition that any existing value would be lost within 10 years.
- 5.2.5 The location and category of trees within the site is illustrated on the Tree Constraints plan at Appendix 5 of the AIA.

- 5.2.6 Significant tree cover within the site consists mainly of semi to early mature planted trees on the peripheries of the site. Species diversity at the site is relatively good. The dominant species are Oak, Whitebeam and Cherry, with several Sycamore, Ash, Rowan and Birch and the occasional Apple, Poplar, and Pine.
- 5.2.7 The site's most significant trees are the retention category 'B' trees: Oaks T1, T2, T15, T16, T25 and T31, Whitebeams T3 and T32, Cherry T23 and T24 and Pine T30. T16 has a moderate snapped branch in its crown and T32 has a slight lean south, but other than those minor defects, these trees are in good condition and have good long-term prospects.
- 5.2.8 The cluster of trees to the north of the site adjacent to the car park is mainly made up of Cherry and Rowan trees, some of which are planted with the occasional self-set tree. These trees provide adequate screening from the adjacent roadside and are typically in good condition. The two larger retention category 'B' Cherry trees T23 and T24 are situated within this cluster. T23 and T24 are both early-mature trees with little visual defects.
- 5.2.9 There are two retention category 'U' trees on site which are advised to be removed regardless of any development works at the site due to their poor condition. These are T9 and T12. T9 is a semi-mature planted Cherry which has a large cavity at the base of the stem and a second moderate cavity at 1m. T9 also has a snapping branch to the south and moderate dieback within the crown. Ash T12 has moderate Ash dieback. As such, both trees have limited long term prospects.
- 5.2.10 The remaining trees within the site are of particularly low value and should not pose any significant constraint on the development potential of the site.

Direct Impacts

- 5.2.11 6 trees and 1 tree group will require removal to facilitate the development as they are situated in the footprint of the development or their retention and protection throughout the development is not possible. 1 tree group will also require partial removal to facilitate the development.

5.2.12 The trees that require removal to facilitate the development are T8, T13, T24, T26, T29 and T30. The tree group that requires removal to facilitate the development is G27. The tree group that requires partial removal to facilitate the development is G22. The trees / tree groups to be removed are highlighted in red in the Tree Impacts Plan at Appendix 6 of the AIA which is shown below.



Figure 5.1: Extract from AIA Appendix 6 – Tree Impacts Plan

5.2.13 Of the trees to be removed, Apple T8, Ash T13, Rowan T26, Birch group G27 and Oak T29 are all retention category 'C' trees. T8, T13 and T26 all have defects which have limited their value and their long-term prospects. G27 and T29 are both semi-mature and have low amenity value within the site. As such, due to the low value of the trees to be removed these removals will have only a negligible negative arboricultural impact.

5.2.14 Of the trees to be removed, Cherry T24 and Pine T30 are retention category 'B' trees. Cherry T24 and Pine T30 are both early-mature individuals which are in good condition with good long term prospects, and as such the removal of these trees will have some negative arboricultural impact in the short term. However, the retention of the other category 'B' trees on the site and the possibility for new planting within the site has the potential to mitigate for these removals.

- 5.2.15 A small portion of G22 requires removal to facilitate the new proposed access road. G22 is a retention category 'C' group and the rest of G22 should remain unaffected by the works and as such the partial removal of this group should have little to no arboricultural impact.
- 5.2.16 2 trees are recommended for removal regardless of the development due to their poor condition and limited prospects – T9 and T12.

Indirect Impacts

- 5.2.17 Root Protection Areas (RPAs) are detailed on the Tree Plans at Appendices 5 and 6 of the AIA. RPAs have been used as a layout design tool to inform on the area around a tree where the protection of the roots and soil structure is treated as a priority.
- 5.2.18 The new parking and road layout encroaches close to and into the edge of the RPA of T25 and T31. However, the encroachment is very minor, and as such, it is unlikely that significant roots will be within these areas and the retained tree should remain largely unaffected by the works, provided care is taken during construction.
- 5.2.19 New landscaping in the form of a footpath is proposed that encroaches into the RPA of T3. The construction of hard surfaces within the RPA can have negative impacts on tree roots. However, the potential negative impacts can often be overcome or minimised by employing a 'no-dig' type construction methods with a porous final surface.
- 5.2.20 There is existing fencing within the RPA of T32 which is to be altered with the addition of a new gate. Any encroachment into the trees' RPAs should not significantly adversely impact on the health or future condition of the trees, provided posts and panels type footings are used as opposed to strip footings, with the holes for any required new posts dug by hand, avoiding significant tree roots where possible. The retained tree should remain largely unaffected by these works provided care is taken during construction.
- 5.2.21 The design of the new development has considered the trees crown position in relation to the development. Some shade from trees may be beneficial. In particular, deciduous trees give shade in summer but allow access to sunlight in winter. However, the design proposals avoid excessive shading, and give adequate provision for future tree growth.
- 5.2.22 All the retained trees have been assessed as suitable for retention in terms of BS5837 (2012) section 5 "Proximity of structures to trees." The retained trees will not cause unreasonable inconvenience or nuisance issues, leading to associated pressures for felling or excessive pruning. The layout allows sufficient space to enable the retained

trees to grow to maturity without significantly adversely affecting the amenity of the new development.

- 5.2.23 The buildability of the proposed development has been assessed in terms of access, adequate working space and provision for the storage of materials, including topsoil, in relation to the trees.

Mitigation measures

- 5.2.24 The development of the site provides an excellent opportunity to undertake new tree planting throughout the site as part of a soft landscaping scheme. As such, suitable new tree planting has the potential to mitigate for the required tree removals and, in the longer term, has the potential to improve the site's tree cover.
- 5.2.25 The retained trees will require protection by fencing in accordance with BS 5837: 2012, during the development phase.

Summary

- 5.2.26 The AIA has identified a combination of category B, C and U trees and tree groups within the site. The proposed development will result in the removal of 6 individual trees, 1 tree group and partial removal of another tree group.
- 5.2.27 The proposals include a scheme of soft landscaping which provides for new tree planting within the site. New tree planting has the potential to mitigate for the required tree removals and, in the longer term, has the potential to improve the sites tree cover. No significant adverse impacts on trees or hedgerow are anticipated as a result of the proposed development.

5.3 Flood Risk and Drainage

- 5.3.1 The site is located within Flood Zone 1 according to the EA's Flood Map for Planning. The proposals would increase the amount of impermeable surface within the site through the creation of a car park on an area of existing amenity grassland.
- 5.3.2 In order to ensure the proposals do not give rise to an unacceptable increase in flood risk within or surrounding the site, a Drainage Strategy has been prepared. A summary is provided below.

Flood Risk

- 5.3.3 The site is located in flood zone 1 according to the Environment Agency's (EA) flood mapping data. The development is classed as a 'low vulnerability' development and The Sequential Test and an Exceptional Tests are not required.

Surface water flood risk

- 5.3.4 Surface water flooding occurs where high rainfall events exceed the drainage capacity in an area (i.e. sewer system and/or watercourse), leading to flooding.

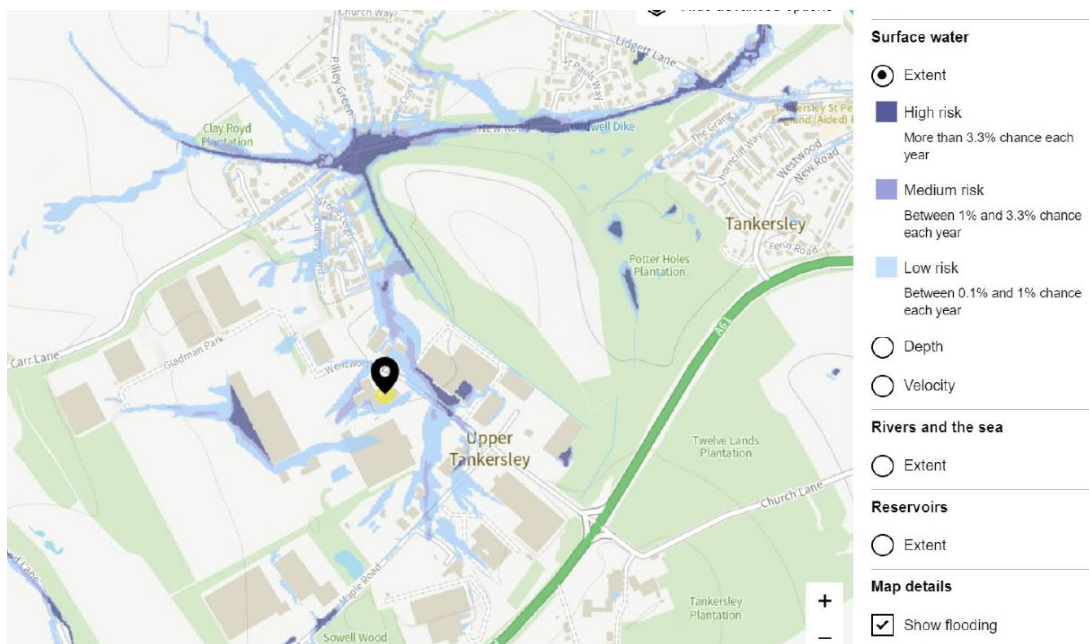


Figure 5.2: Extract from the EA Risk of Surface Water Flooding (Drainage Strategy)

- 5.3.5 An extract of the EA Risk of Surface Water Flooding map is shown above. Whilst there is no evidence of surface water flooding on site, there are areas within proximity to the development which are shown to have a low risk of surface water flood risk. The flood risk drainage proposal set out in the Drainage Strategy (and below) addresses this risk, and measures will be put in place to mitigate any additional surface water risk to the adjacent highway at Wentworth Road caused by the proposed development.

Drainage Proposals

Watercourses and Main River

- 5.3.6 The closest watercourse appears to be a section of ordinary watercourse/ditch behind buildings north of Wentworth Way. The nearest main river is approximately 1km to the south of the development area. Therefore, there are no watercourses

within close enough proximity to the development for disposal of surface water via an existing watercourse / river to be a viable option.

Surface Water Discharge

- 5.3.7 The proposed site layout has been developed to include an open storage feature for surface water runoff from the proposed development.
- 5.3.8 In line with the Hierarchy of Drainage, if a soakaway is not a viable option for drainage following testing, discharge into the existing surface water network will be restricted as close to Greenfield rates as practicably possible. The discharge rate from the proposed development will be 2l/s with 90m³ of above ground attenuation (refer to Appendix C of Drainage Strategy). The Greenfield rate for the development is less than 2l/s, however, in order to avoid siltation, a restriction of no less than 2l/s will be adopted in order to reduce the maintenance requirements for the flow control device.
- 5.3.9 Based on information obtained from BGS, it is likely that infiltration will be unsuitable due to high ground water levels and risk of other ground condition factors typical of made / cohesive ground. If a ground investigation finds that the water table is high, the above ground attenuation pond can be lined with impermeable material, prohibiting groundwater ingress occurring. There is also an option to allocate tanked permeable paving below car parking spaces should gaining the correct capacity become an issue following testing.
- 5.3.10 Before being released into the main network, the car park's discharge will be treated using a pond or permeable pavement that complies with the Sustainable Drainage System (SuDS) manual.
- 5.3.11 A boundary filter drain will also be considered for use along the boundary of the car park at Wentworth Road in order to contain any runoff from the site due to the level difference between the highway and the new proposed car parking area.

Summary

- 5.3.12 This assessment of flood risk information, undertaken within this report, has identified the following:
- the proposed development site is within Flood Zone 1;
 - the development does not pose any additional flood risk to any land or neighbouring properties;
 - the site is shown to be at medium to high risk of flooding from groundwater; it is therefore considered that soakaway will not be a viable option for surface

water drainage disposal. This will be confirmed following further ground investigation; and

- the development is classed as a 'low vulnerability' development and the Sequential Test and an Exceptional Test are not required.

5.3.13 The site and proposed development are compatible with the Development Plan national planning policy and material considerations such as Barnsley Local Flood Risk Management Strategy 2017.

5.4 Transport

5.4.1 The proposals seek to establish a new access point of Wentworth Way including access improvements to the existing access point and additional parking. In order to ensure the proposals do not give rise to any significant adverse impacts upon the local highway network or highway network or highway safety, a Transport Statement (TS) and Travel Plan (TP) have been prepared. A summary is provided below.

Staff Numbers

5.4.2 The total parking capacity at the existing site is 150, including:

- 131 Ordinary Spaces;
- 2 EV Charging Spaces;
- 7 Disabled Spaces; and
- 10 HGV loading bays.

5.4.3 The TS has counted the number of staff using the site in various shift patterns shown in Table 5.1 below.

Shifts	Total Heads
Ops AM Shift 6am - 2.30pm	75
Ops PM Shift 2.30pm - 10pm	35
Ops Night Shift 9.45pm - 6.15am	23
Store AM shift 6am - 2.30pm	34
Store PM shift 1.30pm - 10pm	9
Store Night Shift 10pm - 6am	8
Office and Café 8.30am - 5pm	43
Visitors & Contractors 8.30am - 5pm	13
Total	240

Table 5.1: Staff numbers

- 5.4.4 The 140 parking spaces provided (excluding HGV loading bays) equates to a parking provision of 58%.

Accident Data

- 5.4.5 According to accident data from the Crashmap website, there has only been 1 serious accident within the vicinity of the site access off Wentworth Way over the 5-year period. Another slight accident was recorded at the Company Shop customer access.
- 5.4.6 There have also been 2 slight accidents at the Wenworth Way / Maple Road crossroads junction to the east of the development site during the same period.
- 5.4.7 The TS concludes that the recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.

Traffic Impact

- 5.4.8 The proposals would not generate additional traffic to the site. The proposals are to mitigate the existing problems at the site in order to improve pedestrian and highway safety.
- 5.4.9 The increase in parking to 190 spaces equates to a parking provision of 79% although it should be noted, the increased parking requirements occur during shift changes which has historically led to overspill parking along Wentworth Way. The proposal for additional car parking is to ensure that during shift times, there is sufficient parking capacity within the site to avoid the need for staff to park along the highway which currently presents a highway safety issue.
- 5.4.10 In addition to the above, the widening of the main HGV access would provide additional HGV layover space within the access road with the introduction of a secondary entry lane to the site. This would reduce the current problem with HGVs overspilling into Wentworth Way when waiting to enter the site.
- 5.4.11 The provision of a new staff car park access would reduce the conflict between HGVs and cars at the main access.
- 5.4.12 Therefore, the TS concludes that the proposal provides a betterment to the existing situation at the site with regards to pedestrian and highway safety.
- 5.4.13 Paragraph 115 of the NPPF 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 would be severe". The proposed development would have a positive impact on the highway network.

5.5 Landscape

- 5.5.1 A comprehensive landscape scheme has been prepared to provide additional planting along the frontage of the site. The scheme also incorporates new planting to ensure that biodiversity net gain requirements are met, or in this case, exceeded.
- 5.5.2 The proposed landscaping (both within the application area and within the blue line boundary of the site adjacent) includes:
- 24 native trees (silver birch, rowan and beech);
 - 205m² mixed native scrub;
 - grassland; and
 - 182m mixed native hedgerow.
- 5.5.3 It is also proposed to enhance existing grassland habitat within the site through seeding a wildflower mix and implementing a low intervention management strategy (one cut per year). The landscape proposals are illustrated on drawing D.004.

6 NEED

6.1 Health and Safety

- 6.1.1 Daily vehicle movements to and from the site comprise a combination of HGVs and employee passenger vehicles. At present, all vehicles utilise the same access / egress onto Wentworth Way.
- 6.1.2 Policy T4 of Barnsley Local Plan requires development to be designed and built to provide all transport users with safe, secure and convenient access and movement. In the interests of providing all transport users with safe, secure and convenient access and movement through the site, a second access is proposed. The second access would be dedicated to staff and visitor passenger vehicles, freeing up the existing access for HGV movements.
- 6.1.3 In addition to a second access point, the proposals seek to widen the existing access point and internal access road. At present, due to insufficient space on the access road, HGVs queue to enter the site from Wentworth Way. Widening the internal access road and creating additional loading bays will ensure that HGVs have sufficient space to enter the site and navigate the internal access road.

6.2 Parking provision

- 6.2.1 Current parking capacity within the site totals 150 spaces, broken down into the following categories:
- Ordinary (131)
 - EV Charging (2)
 - Disabled (7)
 - HGV loading bays (10)
- 6.2.2 A car park accumulation survey has been carried out to determine the number of parking spaces required for the site to operate effectively. The survey identified a need for additional parking bays and additional bicycle storage. In addition to the identified need, proposed access improvements would result in the loss of several visitor parking bays.
- 6.2.3 Therefore, in order to ensure there is sufficient parking at the site, and to mitigate the loss of visitor parking bays, additional parking bays are proposed as part of this application. The proposed layout is illustrated on drawing D.003.

7 CONCLUSIONS

7.1 Summary

- 7.1.1 The NPPF states in paragraph 8 that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives; economic, social and environmental. The environmental objective is to *'protect and enhance our natural, built and historic environment; including making effective use of land, improving diversity, using natural resources prudently, minimising waste and pollution...'*.
- 7.1.2 The proposed development satisfies these objectives including enhancing existing habitats on site, creating new habitats and making effective use of the site through improving the existing access arrangements and providing safe, secure and convenient access and movement for both HGVs and staff/visitor vehicles.
- 7.1.3 The improvements to the site would allow the site to operate more efficiently and continue to provide its members with a high quality service whilst at the same continuing to reduce food waste, ensuring the waste moves as far up the waste hierarchy as possible.
- 7.1.4 The improved access arrangements, including the widening of the existing access to provide more capacity for HGVs, and the segregation of HGVs and staff cars through the provision of a dedicated new access, will significantly improve safety at the site.
- 7.1.5 The enhanced landscaping proposals provided with the application will not only provide improvements for the site's appearance along its frontage, but will result in a biodiversity net gain of over 37% compared to the existing baseline. This is a significantly higher gain than is required as a minimum (10%).
- 7.1.6 It is considered that the proposals are environmentally acceptable, and no significant effects would result from the proposed development.
- 7.1.7 At the heart of the NPPF is the presumption in favour of sustainable development for proposals which are in accordance with the Development Plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission should be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise.
- 7.1.8 The Planning Statement and supporting assessments have demonstrated that the proposed access improvements, new access point and landscaping works, are, on

balance, in accordance with the Development Plan for Barnsley and there are no material considerations which indicate otherwise.