

Strata Sterling (Barnsley West) Ltd

# **Hybrid application for employment development**

Land to the South East of  
Higham Common Road,  
Barnsley

Supplementary Employment  
Statement

Barnsley West Strategic Development

# Revision Record

Revision Reference	Date of Revision	Nature of Revision	Revision Author	Checked By
A	October 2023	-	HR/KG	HR

# Contents

<b>01 Summary</b>	<b>6</b>
<b>02 Introduction</b>	<b>10</b>
<b>03 Allocation and Need</b>	<b>12</b>
Local Plan Allocation	12
Barnsley Employment Need: Local Plan Evidence Base	13
Indicative Masterplans	14
Need for Larger Units: Market Trends	17
<b>04 Importance of Logistics and Quality of Jobs</b>	<b>20</b>
Jobs Created by the Development	26
<b>05 Building Heights</b>	<b>27</b>
Justification for 15m Haunch Height (Maximum Height of 18.5m)	28
<b>06 Design &amp; Layout</b>	<b>34</b>
Indicative Masterplan Layouts	36
Landscaping	39
Daylight/Sunlight Assessment	41
Compliance with SPD; Residential Amenity and the Siting of New Buildings	44
View from Motorway	45
Design	49
Phasing	51
Sustainability	51

<b>07 Strategic Landscaping</b>	<b>52</b>
<b>08 Highways</b>	<b>55</b>
<b>09 Masterplan Framework Compliance</b>	<b>56</b>
<b>10 Connectivity and PROWs</b>	<b>57</b>
<b>11 Local Employment Opportunities</b>	<b>58</b>
<b>12 Benefits from Development</b>	<b>59</b>
<b>13 Conclusions</b>	<b>62</b>
<b>Appendix 1: Knight Frank Industrial &amp; Logistics Market Overview Report (September 2023)</b>	<b>64</b>
<b>Appendix 2: Option Layouts</b>	<b>65</b>
<b>Appendix 3: Daylight / Sunlight Assessment</b>	<b>66</b>
<b>Appendix 4: Precedence Images</b>	<b>67</b>
<b>Appendix 5: On-Site Country Park Guide, Oakhill</b>	<b>68</b>

---

<b>Appendix 6: Masterplan Compliance Statement</b>	<b>69</b>
<b>Appendix 7: Benefits Plan</b>	<b>70</b>

---

# 01 Summary

---

- 1.1** This Supplementary Employment Statement is submitted in support of Hybrid planning application reference 2021/1089, seeking to provide responses to the matters raised in consultation responses, Officer feedback, local resident comments and provide additional information and detail, in relation to the proposed employment development.
- 1.2** The Applicant have assessed these issues along with their professional consultant team, and have made the following changes to the scheme:
- Significant reduction in heights of the maximum building parameter, ranging from 0.3m to 6.7m.
  - Omitted the E Use Class uses (public house/restaurant/drive thru/hotel) to the east of the roundabout and replaced with employment buildings, as directly requested by the Head of Planning.
  - Confirmed maximum floor area of 112,181 sqm, which consists of 28,045 sqm for use within Use Class B2 and 84,136 sqm Use Class B8, in addition to 418 sqm convenience store. This is a split of 25% B2 Uses and 75% B8 uses, directly requested by the Planning Officer.
  - Creation of a 4-5m high landscaped bund adjacent the roundabout,
  - Creation of a 4-5m bund along the eastern boundary of the Site
  - Creation of a 2-3m bund along the northern boundary of the Site.
  - Confirmed colour palette of green and grey to materials to be used for Proposed Development, as requested by Urban Design Officer.
  - Submitted Precedent Images of how the Proposed buildings may look like, for approval at the Reserved Matters stage.
  - Increased the strategic landscaping proposed and provided further details of this including confirmation that there are no permanent water bodies along eastern boundary, these are to be dry detention basins, with landscaping.
  - Provided a number of indicative layouts to show how scheme could be delivered, based on the parameters proposed.

- 1.3** The Site is allocated within the Barnsley Local Plan (2019) as Site MU1 (Land South of Barugh Green Road) and also falls within land subject to the Barnsley West Masterplan area. A total of 43ha of employment land is proposed as part of MU1, and the allocated employment land at Barnsley West forms a significant part of the employment land figures for Urban Barnsley, and the borough more generally.
- 1.4** Throughout the adopted Local Plan, there is recognition that Allocation MU1 should accommodate large-scale employment units that are less easily accommodated and are necessary to attract inward investment, with smaller-scale employment units suitable for indigenous businesses to be accommodated on smaller sites across the Borough.
- 1.5** A report by Knight Frank `Industrial and Logistics Market Summary Report` (October 2023) (Appendix 1) prepared in support of this planning application recognises that “Occupier and investor demand has an increasing focus towards high quality modern space with a focus on ESG”. The specification of premises, including building heights, yard depths, and availability of utilities, is also important to both occupiers and investors.
- 1.6** Section 4 sets out the findings of several key reports by market leaders on jobs and the logistic industry. This concludes that there is considerable evidence and research to dispel the myth that the logistic sector is only associated with part time and zero hours contracts, offers low wages and only provides only low skilled jobs. The reports cited above, from differing credible sources, all clearly confirm the wide range of jobs available from HGV drivers, as well as those staffing warehouses, technology, engineering, and managerial positions. That both full time and part time workers earn above the average salary in the logistics sector.
- 1.7** The Proposed Development will support 793 construction workers (direct/gross) over a three year build period. It is estimated to support at net total of 1,445 temporary jobs (net direct, indirect and induced), the equivalent of 481 temporary jobs per annum, over a three year build period in construction, the supply chain and local services (direct, indirect, and induced).
- 1.8** The Proposed Development will support 1,833 FTE Jobs onsite (direct employment), and 1,800 FTE jobs (onsite, through supply chains and through increased expenditure).
- 1.9** There is an opportunity to further increase the benefits locally through maximising opportunities to support local employment, through targeted recruitment and use of suppliers and contractors. This development will also deliver wider socio-economic benefits associated with increased access to employment and income generation.
- 1.10** The development proposals have been amended following discussions with Officers and consultation responses, reducing the maximum height of all proposed buildings significantly, as detailed with Section 5 and 6. All areas of the Site have been assessed, and the height of each area of the Site reduced to the absolute maximum. Any further reduction would result in an unviable and undeliverable scheme.
- 1.11** Additional Indicative Masterplans for the Site have now been prepared (Option layouts, Appendix 2) to demonstrate that there are many options for how the Site could be developed within the parameters set out in this Hybrid Planning Application. The range of

options prepared clearly demonstrates that that the layout is not fixed and there are several options of how the Site could be developed.

- 1.12** All layouts now include a 4-5m high landscaped bund adjacent the roundabout, a 4-5m bund along the eastern boundary of the Site and a 2-3m bund along the northern boundary of the Site.
- 1.13** The Applicant has undertaken a Daylight/Sunlight Assessment, which is included as Appendix 3. This Assessment has been undertaken in accordance with recognised methodology set out in "Site layout planning for daylight and sunlight: a guide to good practice", Second Edition by Paul Littlefair, published by the Building Research Establishment (BRE). This concludes that there is no detrimental impact to outlook, amenity and privacy.
- 1.14** The proposed Units will be of a very high standard of design and quality, built to carbon net zero standard. The form of the units are largely dictated by the functional requirements of these types of facility. However, the proposed design has been carefully considered with a significant amount of glazing to increase the prominence of the office element, and create a `head office` environment.
- 1.15** A Masterplan Compliance Report has been prepared and is located at Appendix 6 which confirms the Proposed Development's compliance with the Barnsley West Masterplan Framework.
- 1.16** The Applicant is committed to maximising both the social and economic benefits of the Proposed Development locally, within Barnsley and the surrounding areas, and ensuring that the benefits are sustained throughout the operational phase of development. The Applicant recognises the value of engaging with the local community and supporting local training and recruitment.
- 1.17** The Applicant is keen to enable local stakeholders to help locals to secure and complete Apprenticeships working for the occupiers of the Proposed Development. This could be through an Apprenticeship fund which can be used for a whole range of things such as funding a Training advisor to oversee the Apprentices down to a bursary fund to provide money for Apprentices to help with travel, clothing, equipment, driving lessons and other necessary expenses.
- 1.18** The Proposed Development has many benefits, which are detailed within Section 12. However notably, the Proposed Development accords with the Development Plan (Barnsley Local Plan) and the Barnsley West Masterplan Framework and amounts to 66.5% of all new employment space within Urban Barnsley, and 14.5% of all new employment land within the Borough. The delivery of employment land on MU1 will therefore make a significant contribution toward meeting Barnsley's objectively assessed strategic employment need, and delivering the benefits of inward investment and new job opportunities in the Borough.
- 1.19** The Proposed Development will meet the needs of business occupiers, from whom there is demand, as evidenced in the Knight Frank Industrial & Logistics Market Overview Report Employment Market Report, October 2023, as well as the Councils Employment Land

Review. Given this is one of the single largest single employment allocations in Barnsley, in a sustainable strategic location, it is therefore suitable for the delivery of large floorspace employment units that can meet market demand.

## 02 Introduction

---

- 2.1** This Supplementary Employment Statement is submitted in support of Hybrid planning application reference 2021/1089 relating to development for employment uses at Barnsley West (Allocation MU1). This Statement seeks to provide responses to the matters raised in consultation responses, Officer feedback, local residents' comments and provide additional information and detail, in relation to the proposed employment development. It is intended that this Supplementary Statement is read alongside the Planning Support Statement, which provides the planning policy context for both the Employment and Residential applications at Barnsley West.
- 2.2** Following the submission of the hybrid planning application on 9 August 2021, the Applicant, Strata Sterling Barnsley West Ltd, have reviewed the consultation responses, feedback from the local community, Officer discussions and meetings along with two Design Panel reviews. The Applicant have assessed these issues along with their professional consultant team, and have made the following changes to the scheme:
- Significant reduction in heights of the maximum building parameter, ranging from 0.3m to 6.7m.
  - Omitted the E Use Class uses (public house/restaurant/drive thru/hotel) to the east of the roundabout and replaced with employment buildings, as directly requested by the Head of Planning.
  - Confirmed maximum floor area of 112,181 sqm, which consists of 28,045 sqm for use within Use Class B2 and 84,136 sqm Use Class B8, in addition to 418 sqm convenience store. This is a split of 25% B2 Uses and 75% B8 uses, directly requested by the Planning Officer.
  - Creation of a 4-5m high landscaped bund adjacent the roundabout,
  - Creation of a 4-5m bund along the eastern boundary of the Site
  - Creation of a 2-3m bund along the northern boundary of the Site.
  - Confirmed colour palette of green and grey to materials to be used for Proposed Development, as requested by Urban Design Officer.
  - Submitted Precedent Images of how the Proposed buildings may look like, for approval at the Reserved Matters stage.

- Increased the strategic landscaping proposed and provided further details of this including confirmation that there are no permanent water bodies along eastern boundary, these are to be dry detention basins, with landscaping.
- Provided a number of indicative layouts to show how scheme could be delivered, based on the parameters proposed.

**2.3** The Planning Application is a Hybrid Planning Application, with approval for some matters sought in detail, and some matters sought in outline or reserved for consideration, at a later date, and has been amended as follows:

**Matters of Detail**

The detailed application comprises earthworks to form development platforms, drainage features including dry detention basins, embankments and bunds; strategic landscaping and ecological areas and access.

**Matters of Outline**

The outline application comprises the construction of employment floorspace (Use Classes E, B2 and B8 with ancillary office) and associated servicing and infrastructure including car parking, vehicle, pedestrian and cycle circulation, plot landscaping, noise mitigation, drainage features and all associated infrastructure.

**2.4** In order to demonstrate that the scale and nature of the Proposed Development is acceptable, before fully detailed proposals are considered at the Reserved Matters stage, a Parameter Plan has been prepared and submitted with the Hybrid planning application. The Parameter Plan provides a framework within which more detailed design proposals, at the Reserved Matters stage, will be developed. Future detailed Reserved Matters submissions will be made in accordance with these parameters.

**2.5** As such, Spawforths have been instructed by the Applicant to prepare and submit this response, which addresses the matters raised by the initial submission of this hybrid planning application. Furthermore, additional information has been provided on matters that were not explicitly raised by Officers, and has been provided to give assurances that there is a specific need and demand for this development, at this location, and that the scheme will have no significant impact upon residential amenity of both new and existing dwellings.

# 03 Allocation and Need

---

## Local Plan Allocation

- 3.1 The Site is allocated within the Barnsley Local Plan (2019) as Site MU1 (Land South of Barugh Green Road) and also falls within land subject to the Barnsley West Masterplan area. MU1 is a major mixed-use allocation for residential and employment with supporting infrastructure and facilities. A total of 43ha of employment land is proposed as part of MU1, and the allocated employment land at Barnsley West forms a significant part of the employment land figures for Urban Barnsley, and the borough more generally.
- 3.2 Barnsley's objective assessed employment land requirement within the Local Plan is 291ha, of which 297ha will be achieved through new employment land allocated within the Local Plan. Local Plan Policy E1 confirms that *"297 ha of land in sustainable locations is allocated to meet the development needs of existing and future industry and business up to 2033"*.
- 3.3 Local Plan Policy E2 relates to the distribution of this new employment land, with a total of 64.6ha being allocated within Urban Barnsley. Of the 64.6ha allocated in this location, **43ha will be provided at Barnsley West, representing 66.5% of all new employment space within Urban Barnsley, and 14.5% of all new employment land within the Borough**. The delivery of employment land on MU1 will therefore make a significant contribution toward meeting Barnsley's objectively assessed strategic employment need, and delivering the benefits of inward investment and new job opportunities in the Borough.
- 3.4 Paragraph 8.9 of the Local Plan recognises the need to provide a mix of large and small employment sites in Barnsley, in order to provide a strong economic offer to different scales of businesses. While smaller employment sites allow new and existing local businesses to start, expand, and relocate locally, large employment sites are critical in attracting inward investment from major new employers who require large employment units. The scale of Site MU1 provides the opportunity to accommodate large employment units in a sustainable, accessible location, which are in demand by the market.
- 3.5 The proposed development at MU1 has therefore been prepared to make best use of the opportunity to provide large warehouse units in Barnsley, to attract major new occupiers and their associated benefits in terms of investment and new job creation. This in turn ensures that Barnsley maintains a strong economic offer and accommodates a proportion of the ambitious job numbers sought by both Sheffield and Leeds City Regions.
- 3.6 Throughout the adopted Local Plan, there is recognition that Allocation **MU1 should accommodate large-scale employment units that are less easily accommodated and**

are necessary to attract inward investment, with smaller-scale employment units suitable for indigenous businesses to be accommodated on smaller sites across the Borough.

## Barnsley Employment Need: Local Plan Evidence Base

- 3.7** The allocation of MU1, along with the wider employment allocations in the Local Plan, have come forward through the Local Plan process supported by a robust evidence base. The Employment Land Review 2016 was prepared to provide evidence of the Borough's employment land requirements, based on the forecast need and, existing context including economy and employment land stock.
- 3.8** The Barnsley local employment market characteristics are defined as having “*A wide range of developer and end-user requirements*” (Paragraph 5.2), including size. As an employment market, Barnsley also has a number of features that are attractive to large-scale investments, including its location in relation to the M1 corridor, and having access to a large cost-effective labour force (Paragraph 5.14). The Report recognises that Barnsley is well-positioned to attract new investment and development from the industrial and logistics sectors.
- 3.9** However, the availability of suitable premises, land, and development opportunities is an important element to ensure that Barnsley is able to capitalise on the features of its employment market and attract inward investment. The Employment Land Review states that “*the Borough's current employment land supply is severely restricted in terms of overall scale, range and availability*” (Paragraph 6.15), and that development in Barnsley is becoming increasingly constrained over time with a lack of sites coming forward (Paragraph 5.16).
- 3.10** In particular the Review, states that “*[the] shortage of large-scale premises may be restricting business investment in the borough*” (Paragraph 5.8), noting that at July 2016, Enterprising Barnsley were marketing only 8 units above 25,000sqft and no units above 100,000sqft. By comparison, the Savills report on “*The size and make-up of the UK warehousing sector – 2021*” notes that the average floorspace of warehouses has increased from 217,000sqft in 2015 to 340,000sqft, both significantly larger than the units being marketed in Barnsley in 2016.
- 3.11** The Employment Land Review overall recognised that more employment land, and particularly larger sites, were required to ensure Barnsley remains in a competitive position as an attractive location for businesses and investment, and as a result identified the sites, including Allocation MU1, that would make up the Borough's employment land portfolio.
- 3.12** The delivery of Allocation MU1 for employment units therefore plays a significant role in meeting the Council's identified employment land need and aspirations and, given its scale and ability to accommodate large footprint units, particularly plays an important role in delivering large warehouse schemes suitable for major employers and facilitating inward investment.

## Indicative Masterplans

- 3.13** A number of indicative masterplans have been prepared for Allocation MU1 as it has progressed through initial Local Plan representations, through to allocation, and finally to the Barnsley West Masterplan Framework.
- 3.14** While there have been various masterplan iterations for the Site, a consistent feature of the indicative masterplans has been large footprint warehouse units in response to the growing market demand, the Site's ability to accommodate such units, and the opportunity for Barnsley to seek inward investment and subsequent benefits through the provision of large employment units.
- 3.15** The indicative masterplan which accompanied the Local Plan Representations Vision in 2016 included large employment units as part of the masterplan, which indicates how these large warehouse units have been an integral part of the vision for MU1 almost since its conception.



Figure 1: Extract from the 2016 Representations Indicative Layout

- 3.16** These large floorspace units were retained in further iterations as the Local Plan process progressed, as can be seen in the extract from the Local Plan Representations Vision 2017, below, which remains unchanged.



Figure 2: Extract from the 2017 Representations Indicative Layout

- 3.17** As set out in the previous section, it is considered that the Local Plan policies relating to the allocation of MU1 and distribution of employment floorspace acknowledge that the Site is one of the largest single employment allocations in Barnsley, in a sustainable strategic location, and is therefore suitable for the delivery of large floorspace employment units that can meet market demand.
- 3.18** The principle of large floorspace units on MU1 is considered to be carried forward within the Barnsley West Masterplan Framework. Following the adoption of the Local Plan and allocation of MU1, the Barnsley West Masterplan Framework strategic document was prepared and adopted to guide the development of the Site to bring it forward in a cohesive manner that meets the Council's aspirations.
- 3.19** The Barnsley West Masterplan Framework has been robustly tested through consultation and adopted by Full Council, and is considered to be a material consideration in considering planning applications on the Site.
- 3.20** The Masterplan identifies that Employment Zone A, which occupies the majority of the employment site area, is characterised by larger units, which is reflected in the indicative layout throughout the document. Again, this is considered to reflect the acknowledgement of the need for large units in this location, and the principle of large floorspace units within

the masterplan for MU1 remained unchanged from their introduction in 2016 through to the Masterplan adoption in 2019. As part of the Masterplan consultation, it is acknowledged that there will be “some inevitable adverse impacts” from the development to meet identified need for new jobs and homes (Section 7 Paragraph 7.3, Cabinet Meeting Minutes) but that the masterplan contains appropriate mitigation requirements for future planning applications, and design principles were incorporated into the Masterplan Framework to address concerns and protect existing and proposed residential amenity.

- 3.21** Employment Zone A within the Masterplan Framework comprises a majority of the employment area within MU1, and the key characteristics of this Zone include “larger unit sizes”, though these are not quantified. The principle of large employment units is therefore, again, considered to be established and accepted within the Masterplan Framework where appropriate mitigation is secured at planning application stage.
- 3.22** The proposed development is therefore being brought forward in accordance with the Masterplan Framework, according to the aspirations within Allocation MU1 and relevant Local Plan Policies, which are in turn reflective of the identified and objectively assessed need for large employment units on this Site.



Figure 3: Masterplan Framework Character Zone extract



Fig 10.21

Figure 4: Masterplan Framework indicative development zone extract

## Need for Larger Units: Market Trends

- 3.23** Following the Covid-19 pandemic, there is a recognised growth in the logistics sector in response to changing retail patterns, and an increase demand in the amount of type of warehousing required as a result.
- 3.24** The Savills report *“The size and make-up of the UK warehousing sector – 2021”* attributes the growth of the sector to the increase in online shopping habits and growth of online retailers, and changes to the supply chains as a result of global supply chain disruptions, that have seen companies looking to store more stock in the UK. The increase in online retail alone creates additional demand for warehouse space.
- 3.25** Aside from retail demand, a 2020 paper from Savills also suggests that for every additional £1 billion invested in manufacturing processes, an additional 175,000sqft of warehouse space is needed in the wider supply chain.
- 3.26** As a result, more warehouse space is required with growing demand from a variety of growing sectors.

- 3.27** The size of warehouses is also changing, with increased market demand for larger units, while small existing units may struggle to find occupiers as they do not meet the requirements of the modern logistics sector. A report by Knight Frank `Industrial and Logistics Market Summary Report` (September 2023) (Appendix 1) prepared in support of this planning application recognises that “Occupier and investor demand has an increasing focus towards high quality modern space with a focus on ESG”. The specification of premises, including building heights, yard depths, and availability of utilities, is also important to both occupiers and investors.
- 3.28** The 2021 Savills report identifies a clear trend for the increase in size and scale of warehouses in the period 2015-2021, and this is predicted to increase. As set out above, the average floorspace of warehouses has increased from 217,000sqft in 2015 to 340,000sqft, and the average eaves height for warehouses increasing from 11m to 14m. Units over 500,000sqft made up 34% of overall warehouse stock in 2021, up from 30% in 2015.
- 3.29** Most notably, there has been a significant increase in the number of units over 1 million sqft. Units of this scale in 2015 account for 14 million sqft of total stock in 2015; this increased by 242% to 48 million sqft in 2021. Units of 1 million sqft+ accounted for 9% of total stock in 2021, up from 3% in 2015.
- 3.30** As the market continues to demand units of 1million sqft and above, this places increasing pressure on the sites capable of delivering these largest units, such as Allocation MU1, in order to accommodate occupier requirements.
- 3.31** Investors and occupiers are also placing sustainability high on the agenda in terms of requiring developments to be built and designed in accordance with the latest Build Code and to net zero standards.
- 3.32** More recent research from Knight Frank in their Industrial and Logistics Market Summary Report (September 2023), (Appendix 1) confirms that while there has been a slow-down in market activity from the peak fuelled by the Covid-19 Pandemic, demand continues to run in line with, or slightly ahead of, pre-Covid levels, with particularly increased demand in South Yorkshire. The research indicates that at the end of H1 2023, the region had a healthy supply of buildings, totalling approximately 6,000,000 sq ft, representing approximately 2 years supply based on long term average take up. However, the report also notes that there is no new speculative development currently planned beyond what is currently available, putting the Proposed Development at Barnsley West in a position fulfil future requirements based on its delivery timescales.
- 3.33** It should also be noted that within close proximity of the Site, are numerous small to medium sized Units located within Claycliffe Business Park, Redbrook Business Park, Metro Trading Centre, Zenith Business Park, Barnsley Innovation Centre, as well as properties along Claycliffe Road, Barugh Green Road and Whaley Road. As such, buildings smaller sized Units would create direct competition with these existing premises and attract that market into this Site.
- 3.34** Furthermore, Enterprising Barnsley have submitted comments and actively support this Proposed Development. They note that it will help to create much needed new industrial

units in the borough, that will help to both attract future inward investors and retain growing indigenous local companies. They comment that the size of the units proposed help to full fill a clear gap in the development pipeline market, that will help to support a number of enquiries that we are having to turn away due to the limited available stock levels in the proposed development size band. They conclude that;

*“This development is essential in helping BMBC and SCR to create future employment opportunities (jobs) as per the existing strategic economic and corporate plans, as well as contributing to a jobs lead recovery from COVID”.*

# 04 Importance of Logistics and Quality of Jobs

---

- 4.1** In December 2015 the British Property Federation (BPF) Industrial Committee published “Delivering the Goods”, a Report which outlined the economic impact of the UK logistics sector. The Report was updated in 2020 and sets out the benefits of the Logistics sector. However, it should be noted that since the publication of the report, the pandemic had a huge impact on online retail and goods, and hence the importance of the logistics industry, is even more important.
- 4.2** The Report advises that the logistics sector supports a minimum of **960,000 employees** in the UK, increasing from 784,000 in 2013 (2020 Pre pandemic statistics). This is growth of **23%** compared to the UK average of 10%. It also notes that Logistics employment growth was bolstered by large growth in warehouse operations (an additional 87,000 employees or 40%) and road freight (74,000 employees or 42%) (2020 Pre pandemic statistics).
- 4.3** Economic productivity of the sector (measured as Gross Value Added) is estimated at £80 billion nationally and has seen growth of **over 30%** since 2013 (2020 Pre pandemic statistics). When a broader definition of the sector is used, including wholesale, this rises to £124 billion (2020 Pre pandemic statistics).
- 4.4** The majority of jobs in logistics are **full time (85%)** with only around **15% being part time**. This compares to a much higher proportion of part time employment, on average nationally (32%) (2020 Pre pandemic statistics).
- 4.5** Certain logistics sub-sectors also demonstrate an above average proportion of occupations in professional roles. This includes water and air transport. Others demonstrate a higher propensity for office based roles when compared to the national average for administrative and secretarial occupations (11%). This includes ‘water transport’ (18%); ‘support activities for transportation’ (15%); and, ‘postal and courier activities’ (13%) (2020 Pre pandemic statistics).
- 4.6** Median salaries in the sector are around **£6,700 higher than the average for all sectors**, at £31,600 compared to £24,900. This is an increase from £28,000 in 2014. There are now a number of **logistics sub-sectors where the average salary is above £35,000 a year** (2020 Pre pandemic statistics).

- 4.7 Employment in the sector is forecast to experience growth (19%) (2020 Pre pandemic statistics) at more than double the national growth rate for all sectors (7%) from 2019-2039. **The sector is therefore expected to be a driver of national employment growth.**
- 4.8 An Independent Economic Review (IER) of the Northern Powerhouse identified that the logistics sector as one of the key 'Enabling Capabilities', which will play a critical role in supporting the social and economic growth and development of the region.
- 4.9 The Northern Powerhouse is home to a **quarter of all logistics businesses in the UK**, accounting for 4% of all businesses in the UK. A total of 23,000 (25%) of the country's total 93,000 logistics businesses are located here. As such, this sector is extremely important in terms of the Levelling-Up agenda (2020 Pre pandemic statistics).
- 4.10 Between 2014 and 2019, the number of logistics businesses increased by 80% (+10,200 businesses). This rate of growth was higher than that across the UK as a whole for the sector (66%) and higher still than the rate of growth across all sectors in the UK (20%). **Gross Value Added (GVA) of the logistics sector in the North of England is £15.3 billion a year, and is estimated to rise to £20.9 billion a year by 2039** (2020 Pre pandemic statistics).
- 4.11 There are **263,000 employees** working in the logistics sector in the Northern Powerhouse (2018). This is compared to 212,000 in 2013, showing growth of 24%. This is broadly in line with growth across the country as a whole (2020 Pre pandemic statistics).
- 4.12 Between 2019 and 2039 the sector is forecast growth of 62,000 jobs (16%). The sector is forecast growth of 36% in its Gross Value Added from 2019 to 2039. This compares to lower growth of 32% across all sectors in the Northern Powerhouse. As a result, the sector will account for a larger proportion of GVA generation across the geography: rising from 4% in 2019 to an estimated 5% in 2039 (2020 Pre pandemic statistics).
- 4.13 Over the three years from 2015 to 2018, **15,000 logistics jobs (5,000 a year) were created in the Northern Powerhouse**. At present, the Northern Powerhouse is on track to achieve this transformational growth. However, a further 159,000 logistics jobs are needed to 2050 to achieve this in full (2020 Pre pandemic statistics).
- 4.14 There are large range of jobs within the logistics industry, which is often overlooked. The Report sets out the wide range of jobs within the logistics sector, as follows:



Figure 5: Source; The Economic Contribution of Logistics in the Northern Powerhouse 2020

- 4.15** A further report by British Property Federation (BPF) and Savills, in January 2022, ‘Levelling Up – The Logic of Logistics’ sets out the wider economic, social and environmental benefits of the industrial and logistics sector. This states that “**recent global challenges have proven that the I&L sector’s workers, stock of facilities and distribution networks are unquestionably critical national infrastructure”.**
- 4.16** The report goes further confirm that the jobs within this sector are both **well paid and diverse**, with an increase in technical roles. Salaries are growing higher and faster:



Figure 6: Source; "Levelling Up – The Logic of Logistics"

**4.17** The report also sets out wider supply chain benefits, which includes the potential for:

- Increase of 157,000 professional occupations.
- Increase of 174,000 associate professional/technical occupations.
- 83% increase in LGV licenses.
- Over 45,000 construction jobs per annum, delivering £400m of social value per annum.
- 400 construction apprenticeships per annum delivering nearly £8m of social value per annum.

- Apprenticeships which could grow in excess of 500,000 in the next 10 years.

**4.18** The report also identifies that **the industrial and logistics agenda has the ability to make a clear impact on the `levelling up` agenda**. The Midlands and the North account for just 37% of England's GVA however this sector is one of the few which invest heavily in the Midlands and the North.

**4.19** Similarly, Prologis UK commissioned a white paper "Driving Employment Growth Within The UK's Logistics Sector" in 2023. This confirms that *"the scale of the logistics sector is astounding. **Soon to be the largest employer in the country with over 7% of the UK workforce, it provides roles from HGV drivers, as well as those staffing warehouses, technology, engineering, and managerial positions**".*

*"As we watch the industry revolutionise itself and become more automated, we will see more jobs especially in AI, robotics, and coding. It is an incredible sector that has exceptional opportunities and resilience (as we saw in the pandemic) however it is often overlooked by the Government and taken for granted by the public. Logistics is the fourth utility because it is critical infrastructure that is needed to keep the country running. **It is a sector which continues to evolve and grow at pace, where there are exciting job opportunities for diverse groups of society, where you can train and develop a myriad of skills and be well paid.***

**4.20** The Paper reports that a quantitative study commissioned by Prologis UK in 2023 found that both full-time and part-time employees are earning above the median average salary across other industries. Full-time employees across a wide range of logistics businesses earned a median average salary of approximately £35,000, exceeding the cross sector median of £31,461. **Similarly, part-time logistics employees earned a median average of approximately £15,000 per annum, well above the cross-sector median of £11,234.**

**4.21** It is also noted that more than half of the employees working in warehousing and logistics were homeowners (62%), with 25% renting and 11% living in social housing. These statistics further indicate the sector's potential to offer stable employment and support workers in achieving home ownership.

**4.22** The Paper confirms that the logistics and warehousing sector is a dynamic and exciting field that offers a range of fulfilling and rewarding career opportunities. It references a study conducted in 2023 amongst logistics and warehousing workers, which concluded that 66% of sector employees "love" their chosen career. The Paper concludes that this high level of job satisfaction is attributed to the fast-paced and dynamic nature of the sector, as well as the opportunities for personal and professional growth.

**4.23** Key findings of this Paper are as follows:



Figure 7: Source; "Driving Employment Growth Within The UK's Logistics Sector" Prologis UK 2023

**4.24** As such, there is considerable evidence and research to dispel the myth that the logistic sector is only associated with part time and zero hours contracts, offers low wages and only provides only low skilled jobs. The reports cited above, from differing credible sources, all clearly confirm the wide range of jobs available from HGV drivers, as well as those

staffing warehouses, technology, engineering, and managerial positions. That both full time and part time workers earn above the average salary in the logistics sector.

## Jobs Created by the Development

### Construction Phase

- 4.25** The Proposed Development will support **793 construction workers** (direct/gross) over a **three year build period**. It is estimated to support at net total of 1,445 temporary jobs (net direct, indirect and induced), the equivalent of **481 temporary jobs per annum, over a three year build period in construction**, the supply chain and local services (direct, indirect, and induced).

### Operational Phase

- 4.26** The Proposed Development will support **1,833 FTE Jobs** onsite (direct employment), and **1,800 FTE** jobs (onsite, through supply chains and through increased expenditure).
- 4.27** There is an opportunity to further increase the benefits locally through maximising opportunities to support local employment, through targeted recruitment and use of suppliers and contractors. This development will also deliver wider socio-economic benefits associated with increased access to employment and income generation.

### Sheffield City Region Infrastructure Fund

- 4.28** Barnsley Council has secured a funding agreement from the Sheffield City Region Infrastructure Fund (SCRIF) in relation to the M1 Junction 37 Claycliffe Link-Bypass from M1 Junction 37, to contribute towards highways infrastructure improvements necessary to alleviate current congestion at A628 Dodworth Road / Pogmoor Road crossroads and unlock capacity constraints to deliver future growth aspirations of the borough.
- 4.29** The delivery of jobs is a necessary part of meeting the requirements of the funding agreement, and therefore the provision of the new jobs set out above is of great significance to allow Barnsley Council to meet its commitments.

# 05 Building Heights

- 5.1 The development proposals have been amended following discussions with Officers and consultation responses, reducing the maximum height of all proposed buildings within Parameter Area A, from 23m to 18.5m. This is a **4.5m significant reduction in height**.
- 5.2 Similarly, the maximum height of all proposed buildings within Parameter Area B, have been reduced from 23m to 16.3m. This is a **6.7m significant height reduction**.

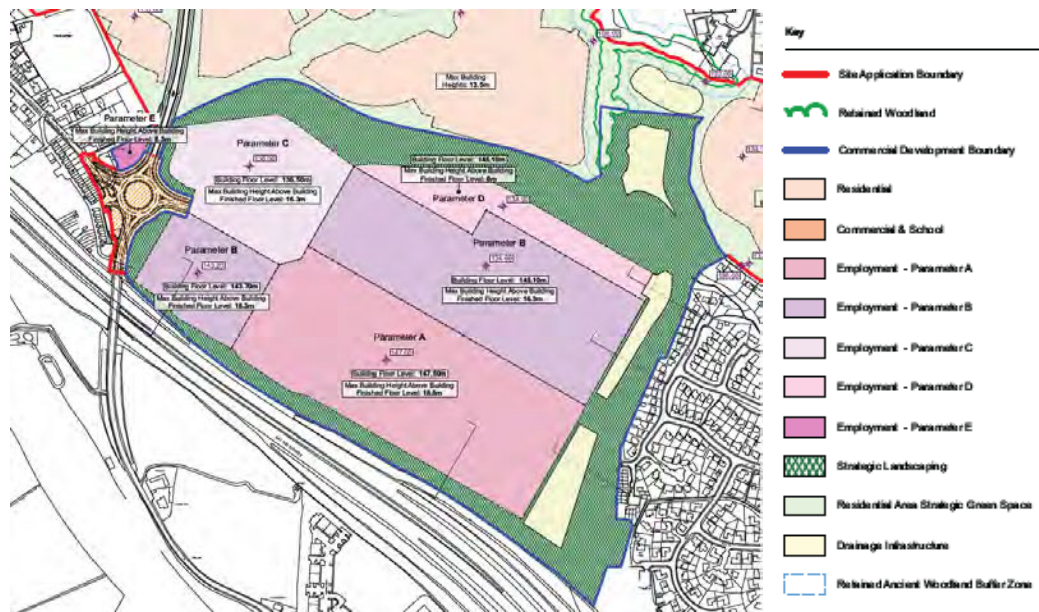


Figure 8: Parameters Plan

- 5.3 Parameter Area C has been amended from a maximum height of all proposed buildings of 14m to 13.7m, which is a **reduction of 0.3m**. This would have been reduced further if the Proposed Development were to include Use Class E uses in this part of the Site however Officers requested that this area of the Site be used for Use Class B2 purposes and hence a further height reduction was not possible.
- 5.4 A new parameter, Parameter Area D has been created with a maximum height of all proposed buildings of 6m, in order to improve long distance views.

- 5.5** Parameter Area E (to north west of roundabout) has also been reduced from 14m to a maximum building height of all proposed buildings to 8.3m. **This is a 5.7m significant height reduction.**
- 5.6** All these maximum height reductions have been in direct response to consultation feedback, Officers comments and comments raised by local residents. All areas of the Site have been assessed, and the height of each area of the Site reduced to the absolute maximum. Any further reduction would result in an unviable and undeliverable scheme (see later section).
- 5.7** These reductions in height has required the Parameter Plan to be updated, which is located within the amended submission pack.
- 5.8** A series of computer generated images (CGIs) are being prepared, and will be submitted in due course following discussion with Officers as to what these should contain.

## **Justification for 15m Haunch Height (Maximum Height of 18.5m)**

- 5.9** The Barnsley West Masterplan Framework splits the employment areas into two zones, employment zone A and employment zone B. Key characteristics of employment zone A is noted to be for “larger units”. Accordingly, larger units results in higher buildings.
- 5.10** A ridge height of 18.5m is absolute minimum to provide for a specific type of operator, which is dictated by the haunch height of 15m (i.e. the clear working height inside the warehouse), which is the minimum industry standard and operational requirement for a type and size of building.

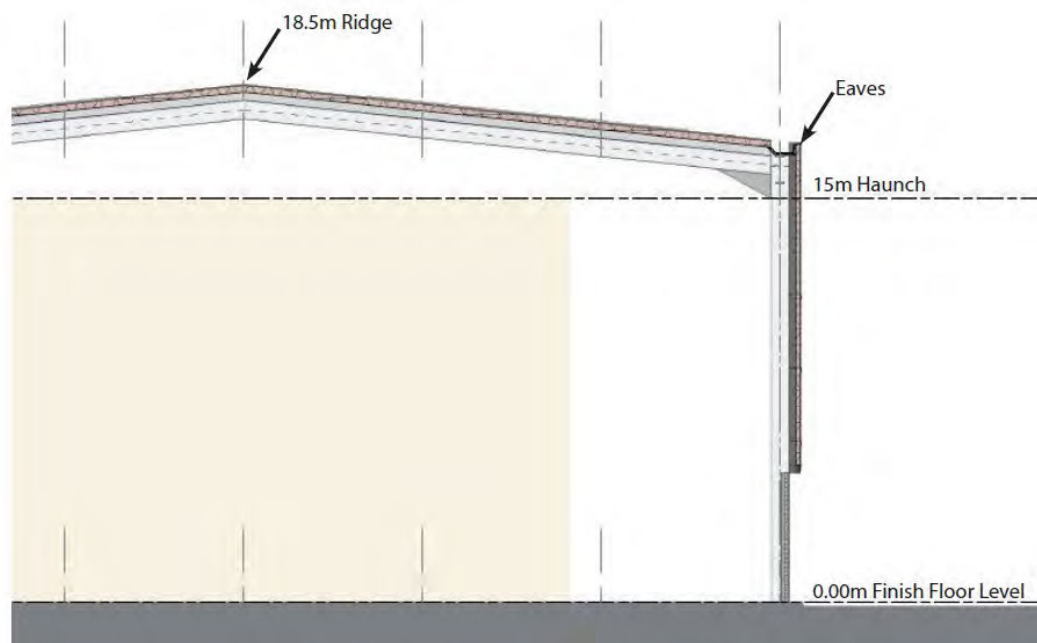


Figure 9: Cross Section showing terms of reference

- 5.11** This 15m minimum haunch height requirement is derived from the form and function requirements of occupiers and operators, who largely use pallet storage in a racking system. Many operators will use standard forklifts to load and unload pallets, which at 15m haunch height, allows for 8 levels of pallets (circa 1.8m per pallet). This is conveyed in the photograph below. This maximises the efficiency of the cube. Use of a properly designed, high-density storage system can significantly reduce the space needed for storage, and hence reduces footprint and energy costs of these buildings.
- 5.12** As such, any further reduction of height in this area of the site is not viable, as it would not meet the requirements of the occupiers and operators of these buildings. The proposed buildings need to be competitive in the market, to attract the calibre of companies such as Blue Chip, best in class companies, who can provide the skilled, varied green jobs for the people of Barnsley and the wider South Yorkshire Area.



Figure 10: Photograph of Racking System

- 5.13** Consequently, the maximum ridge height reduction from 23m to 18.5m, of 4.5m, in one part of the Site, to allow for the ability to develop a Unit of this size, is significant, and we trust demonstrates to that we have understood concerns, and reduced the scheme to as much as is possible, whilst ensuring that the form and function requirements of occupiers and operators, can be delivered in one area of the Site.
- 5.14** It should be clearly noted, that the decision to reduce this height has not been taken lightly. Whilst 15m haunch height should be feasible for a lot of occupiers, it will not suit all. Some occupiers who require specialist racking, lifting systems, mezzanines or complicated automation may simply not be able to occupy these buildings. Therefore, this reduction in height reduces the pool of proposed occupiers which in turn has the potential to reduce the economic viability and therefore deliverability of the development.
- 5.15** The Knight Frank Industrial and Logistics Market Summary Report (September 2023) (see Appendix 1) confirms that the specification of buildings is particularly important, with increasing focus on height, yard depth and available utilities.
- 5.16** They also note that the height will be considered closely by occupiers depending on their use, for many B8 occupiers it will have a direct impact on capacity and for manufacturers height need to accommodate any machinery or processes.

5.17 Knight Frank in their report set out a schedule of the available buildings and heights that they are constructed to:

### M1 – South Yorkshire

Site	Size	Height
The Core, Shepcote Lane, Sheffield, S9 1TP	367,000	• 18m Clear Internal Height
Barnsley 340, Barnsley, S74 9LH	340,000	• 15m Eaves
Sheffield 336, Europa Way, Sheffield S9 1TQ	336,000	• 15m Eaves
Site	Size	Height
Bessemer Park, Shepcote Lane, Sheffield, S9 1DZ	94,175	• 12.5m Haunch
Arrow Point, Hoyland Common, Barnsley, S74 0FN	263,000	• 15m Eaves
Horizon 29, Chesterfield, S44 6HV	Unit 1 – 73,000 Unit 2 – 133,474 Unit 3 – 137,070	• Unit 1 – 10m Haunch • Unit 2 – 12m Haunch • Unit 3 – 12m Haunch
Newhall 130, Newhall Road, Sheffield, S9 2QJ	130,000	• 12.5m clear internal height
Catalyst, Rotherham, S60 5BD	91,748	• 15m Eaves
Markham Vale, Chesterfield, S44 5HP	102,515	• 12m Clear internal height

Figure 11: Yorkshire Warehouse Height Comparison Table by Knight Frank

### M18 South Yorkshire

Site	Size	Height
Panattoni DoncasterAero Centre, Doncaster, DN9 3RH	417,000	• 15m clear internal height
Doncaster 415, 1 Balby Bank, Doncaster DN5 5JS	415,000	• 14m Eaves
Eclipse, Unity, Doncaster, DN8 5GS	405,000	• 18m Eaves
iPort, Doncaster, DN11 0BQ	IP2f – 174,381 sq ft IP6 - 83,77 sq ft IP7 – 166,872 sq ft IP8 – 330,104 sq ft IP10 – 259,286 sq ft	<ul style="list-style-type: none"> <li>• IP2f – 15m Eaves</li> <li>• IP6 – 12.5m Eaves</li> <li>• IP7 – 15m Eaves</li> <li>• IP8 – 15m Eaves</li> <li>• IP10 – 15m Eaves</li> </ul>
Doncaster 246, Watervole Road, Doncaster DN4 5JP	246,674	• 14m Haunch
Doncaster 191, Doncaster, DN8 5GS	191,000	• 15m Haunch
Panattoni Park, Rotherham, S66 8RY	84,255	• 12.5m Clear internal height
Site	Size	Height
Focus 72, Braithwell Way, Hellaby, Rotherham S66 8HY	72,685	• 10m eaves

Figure 12: Yorkshire Warehouse Height Comparison Table by Knight Frank

5.18 The Proposed Development has the current proposed heights are as follows (based on indicative Option 1):-

Unit Number	Size	Height
Unit 1	500,000	15m Haunch
Unit 2	174,000	12.5m Haunch
Unit 3	135,000	12.5m Hauch
Unit 4	100,000	12.5m Haunch
Unit 5	136,000	12.5m Haunch
Unit 6	35,000	10m Haunch
Unit 7	60,000	10m Haunch

Figure 13: Barnsley West Height Table by Knight Frank

- 5.19** Knight Frank confirm that the eaves heights in the Proposed Development are the absolute minimum they would expect in the market.
- 5.20** The requirement for a minimum 15m haunch height in this part of the Site is therefore clearly justifiable for operational reasons by potential occupiers for which there is a clear and evident need as detailed in the evidence base for the Local Plan as detailed within Section 3 of this report.
- 5.21** All other areas of the Site have been assessed, and the height of each area of the Site reduced to the maximum. Any further reduction would result in an unviable and undeliverable scheme.

# 06 Design & Layout

---

- 6.1 The Planning Application is a Hybrid Planning Application, with approval for some matters sought in detail, and some matters sought in outline or reserved for consideration, at a later date, as described below:

**Matters of Detail**

The detailed application comprises earthworks to form development platforms, drainage features including dry detention basins, embankments and bunds; strategic landscaping and ecological areas and access.

**Matters of Outline**

The outline application comprises the construction of employment floorspace (Use Classes E, B2 and B8 with ancillary office) and associated servicing and infrastructure including car parking, vehicle, pedestrian and cycle circulation, plot landscaping, noise mitigation, drainage features and all associated infrastructure.

- 6.2 The Applicant has also confirmed that the application is for a maximum of 112,181 sqm, which consists of 28,045 sqm for use within Use Class B2 and 84,136 sqm Use Class B8, in addition to 418 sqm convenience store. This is a split of 25% B2 Uses and 75% B8 uses, and addresses concerns raised by Officers.
- 6.3 In order to demonstrate that the scale and nature of the Proposed Development is acceptable, before fully detailed proposals are considered, a Parameter Plan has been prepared and submitted with the Hybrid planning application. The Parameter Plan provides a framework within which more detailed design proposals, at the Reserved Matters stage, will be developed. Future detailed Reserved Matters submissions will be made in accordance with these parameters.
- 6.4 The parameters plan confirms both the maximum building heights of each parcel and the extent of Development Parcels, for the detailed design at the Reserved Matters stage.

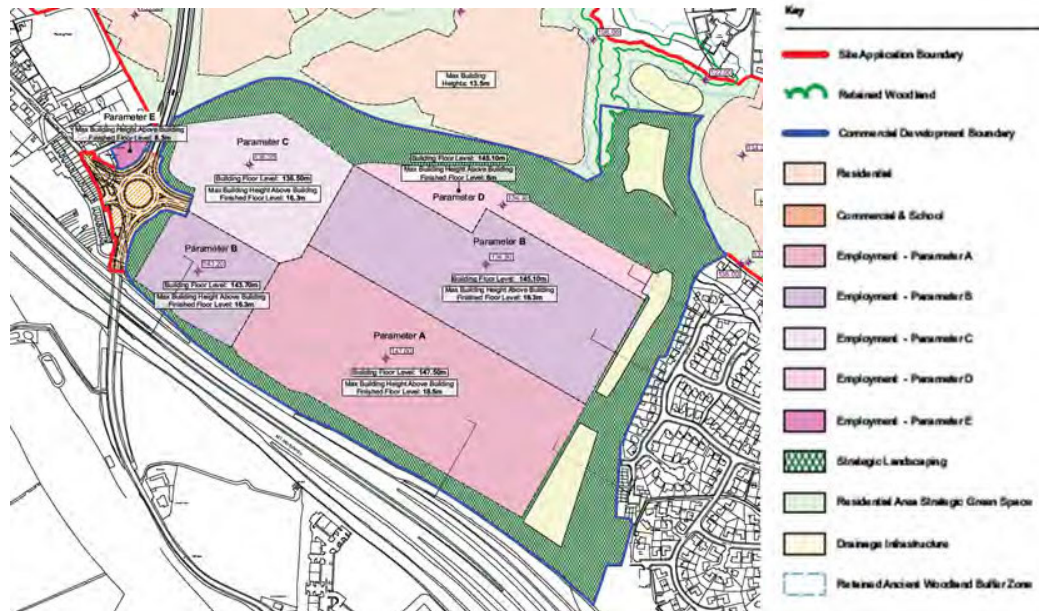


Figure 14: Parameters Plan

- 6.5 Parameter Area D has been created to ensure that no significantly high buildings will be able to be located at the northern edge of this parcel, in close proximity to the new residential area to the north of the Site. **This 6m restriction will therefore allow for carparking and service areas only in this zone of the Site.**
- 6.6 Whilst this in part an outline planning application, an Indicative Masterplan has been submitted in support of this planning application, which is not fixed, but based on the maximum parameters detailed above. However the Applicant has prepared further three options in addition to the original, located at Appendix 2, to demonstrate that there are many options in terms of how the Site could be developed, based on the parameters set out in this Hybrid Planning Application. This demonstrates that the layout is not fixed and there are several options of how the Site could be developed.
- 6.7 All layouts now include a 4-5m high landscaped bund adjacent the roundabout, a 4-5m bund along the eastern boundary of the Site and a 2-3m bund along the northern boundary of the Site. These are detailed further in the Landscape Strategy and later in this Report.

## Indicative Masterplan Layouts

6.8 The indicative masterplan layouts are set out as follows:

### Option 1



Figure 15: Option 1 Indicative Masterplan

- 6.9 Option 1 is made up of eight Units ranging in size from 4,500 sq ft to 500,000 sq ft. The nearest residential property to the east is some 84 metres away from Unit 1 and 72m away from Unit 2, the nearest new residential properties will be 69m to 138m from Units 3,4,6 and 7.
- 6.10 In relation proposed Units 6 and 7, these have been amended to larger Units on this and layouts 2 and 3 given feedback from the Head of Planning who requested that the original uses proposed in this part of the Site should be omitted and replaced with standard employment buildings. These Units are designed in response to market need which confirms that B2 uses also require larger and higher buildings.

## Option 2



Figure 16: Option 2 Indicative Masterplan

- 6.11** Option 2 is made up of ten Units ranging in size from 4,500 sq ft to 174,000 sq ft. The nearest residential property is some 72m - 84.5m away from Unit 1C and 2. The nearest new residential properties will be 69m to 138m from Units 2,3, and 4. Unit 8 is 16m from the nearest residential property.

### Option 3



Figure 17: Option 3 Indicative Masterplan

- 6.12** Option 3 is made up of sixteen Units ranging in size from 4,500 sq ft to 174,000 sq ft. The nearest residential property 72m - 84.5m away from Unit 1C and 2. The nearest new residential properties will be 69m to 138m from Units 2,3, and 4. Unit 8 is 16m from the nearest residential property.

## Option 4



Figure 18: Option 4 Indicative Masterplan

- 6.13** Option 4 is made up of nine Units ranging in size from 4,500 sq ft to 174,000 sq ft. The nearest residential property is some 72m - 84.5m away from Unit 1B and 2. The nearest new residential properties will be 69m to 138m from Units 2,3, and 4. Unit 8 is 16m from the nearest residential property.
- 6.14** As such, the above demonstrates that the layout is not fixed, and will be confirmed at the Reserved Matters stage, upon which both residents and members, will have further opportunities to comment on design and layout. The tenant will ultimately dictate the size and scale of each Unit, due to their specific occupational requirements. However, the above has demonstrated that the significant landscaping and bunding will provide an effective screen between the Proposed Development and the nearest residential properties.

## Landscaping

- 6.15** All of the indicative masterplans include a 4-5m high landscaped bund adjacent the roundabout, a 4-5m bund along the eastern boundary of the Site, along with dense tree planting, and a 2-3m bund along the northern boundary of the Site. These will develop

further over time. These are fully detailed further in the Landscape Strategy and later in this Report. However, this is an important factor when considering the impact of the Proposed Development on nearby residential properties, both proposed and existing.



Figure 19. Landscape Masterplan

- 6.16** A series of sections have been prepared, the locations of which were specifically required by Officers and are included in the revised application submission. These show the relationship between existing and proposed housing and the Proposed Development, based on indicative layout Option 1. These can be found in the separate Sections document.
- 6.17** As such, the above demonstrates that based on the extensive landscaping proposed, bunds and difference in levels, along with the significant height reduction, will greatly reduce any perceived impact upon nearby properties, both existing and proposed.

## Daylight/Sunlight Assessment

- 6.18** The Applicant has undertaken a Daylight/Sunlight Assessment, which is included as Appendix 3. This Assessment has been undertaken in accordance with recognised methodology set out in “Site layout planning for daylight and sunlight: a guide to good practice”, Second Edition by Paul Littlefair, published by the Building Research Establishment (BRE). This helpful in assessing the potential impact of illustrative layout Option 1, however it should be noted that as detailed within this report, *“nearly all structures will create areas of new shadow, and some degree of transient overshadowing of a space is to be expected”*.
- 6.19** It has assessed several recognised times of the day and year and it has assessed the impact of illustrative layout Option 1, The diagrams show the potential shadowing from the Proposed Buildings within the red lines, as follows:



Figure 20: Shadow Diagrams on Illustrative Layout Option A; 12 noon March 21<sup>st</sup> (Spring)



Figure 21: Shadow Diagrams on Illustrative Layout Option A; 12 noon March 21<sup>st</sup> (Summer)



Figure 22: Shadow Diagrams on Illustrative Layout Option A; 12 noon March 21<sup>st</sup> (Autumn)

- 6.20** The good practice guidance advises that if a space is being used all year round, the equinox (21 March) is the best date for which to prepare a shadow plot as its gives an average level of shadowing. Undertaking this Assessment in September however allows for the clock time difference, as a result of British Summer Time (BST). Undertaking this Assessment in the summer time (21 June) is also stated as being helpful, as it shows the reduced shadowing and is best case. The Assessment has not been undertaken in winter, in accordance with the guidance, which confirms that it is common for even low buildings to cast long shadows in December.
- 6.21** The guidance recommends that at least half the garden or amenity areas being assessed should receive at least 2 hours of sunlight on 21 March, otherwise, this loss of light is noticeable.
- 6.22** The Assessment undertaken on illustrative layout Option 1 demonstrates that no residential properties or any gardens will be impacted by shadowing by having less than 2 hours of sunlight on 21 March, and therefore there would be no significant loss of sunlight or daylight to either dwellings or garden and amenity areas as a result of the proposed development. The Assessment therefore confirms that the amenity of the adjacent residents will not be

adversely affected by overshadowing based on the indicative layout. However, given the layout and scale of building is not considered at this stage, this can be further addressed in the Reserved Matters submission.,

## Compliance with SPD; Residential Amenity and the Siting of New Buildings

- 6.23** Supplementary Planning Document; Residential Amenity and the Siting of New Buildings, adopted in May 2019, sets out a number of guidelines for non residential buildings. This states:

*“Any building higher than 3 storeys will need careful assessment as to its suitability for the location, distance and orientation to any existing dwelling and a significantly greater separation distance may be required”*

*“Distances between new buildings and existing dwellings may be relaxed depending on a number of factors including site level relationships, (i.e. if at a lower level), existing screening or landscaping between the existing and proposed buildings and location. Each case will be judged on its merits in relation to these varying factors and particularly where a difference in site levels effectively reduces the effect of the height of proposed buildings in relation to existing dwellings.”*

*“Compliance with the suggested spacing criteria will usually provide most of the layout requirements for achieving satisfactory outlook, amenity and privacy and daylight/sunlight for conventional development. However, developments designed to control aspect or which employ screening may allow closer spacing, but sufficient, detailed information must be submitted to justify any relaxation”.*

- 6.24** Whilst as stated above, this planning application is not seeking approval for layout or scale however the Applicant has prepared four options of indicative masterplans to demonstrate that there are many options in terms of how the Site could be developed, based on the parameters set out in this Hybrid Planning Application. This demonstrates that the layout is not fixed and there are several options of how the Site could be developed. All option indicative masterplans however provide a separation distance of 72m to 84m from the eastern boundary, 69m to 84m to the proposed dwellings along the northern boundary and 16m from Unit 8 (the parcel to the west of the roundabout). The land at the eastern edge

of the Site is at a lower level than the dwellings to the east which will effectively reduce the height of the Proposed building by circa 10m.

- 6.25** Furthermore, all layouts now include a 4-5m high landscaped bund adjacent the roundabout, a 4-5m bund along the eastern boundary of the Site and a 2-3m bund along the northern boundary of the Site. These are detailed further in the Landscape Strategy and later in this Report.
- 6.26** The Daylight and Sunlight Assessment undertaken clearly convey no detrimental impact to outlook, amenity and privacy and daylight/sunlight. Consequently, the Proposed Development fully complies with the guidance contained within the SPD.

## View from Motorway

- 6.27** With reference to the visual impact from the M1, the proposals include a 22m significant area of woodland planting (average as increases and decreases) which is detailed further in the Landscape Strategy and later in this Report, adjacent to this boundary of the Site. The extent of the landscaping along this boundary is in full accordance with the Barnsley West Masterplan Framework which does not require a 30m woodland buffer. This attaches material weight in the determination of this Proposed Development.
- 6.28** The recently approved Capitol Park extension (Reserved Matters reference 2022/916) consented industrial and logistics units at a distance of just 22.9m from the motorway. These are conveyed on the CGIs below.
- 6.29** The Proposed Development has a distance of 22.5m from the motorway to the edge of the development area, 89m from the motorway to the location of Unit 1 on indicative Option1, and 59.8m from the motorway to the location of Unit 5 on indicative Option1. These are therefore significantly further back from the motorway than recently approved schemes. Furthermore, it was confirmed by Officers at the 13 June 2023 Planning Board meeting, which approved this scheme, that “the motorway was not a sensitive receptor”.



Figure 23: CGI of Unit 1 (Indicative Option 1 from M1 Motorway)



Figure 24: CGI of Capitol Park extension (Reserved Matters reference 2022/916)



Figure 25: CGI of Capitol Park extension (Reserved Matters reference 2022/916)

- 6.30** It is not unusual to see logistics and industrial developments adjacent motorways due to the fact that being located on a strategic road network, is the most fundamental element, when considering location of these uses. The examples below convey that this is common place throughout the country, along the motorway network, with many having little tree screening or landscaping and being sited much closer to the motorway than this Proposed development:



Figure 26: Google street view, (October 2023), from A1(M) looking up southbound carriageway Symmetry Park, Blyth, Doncaster, S81 8FH

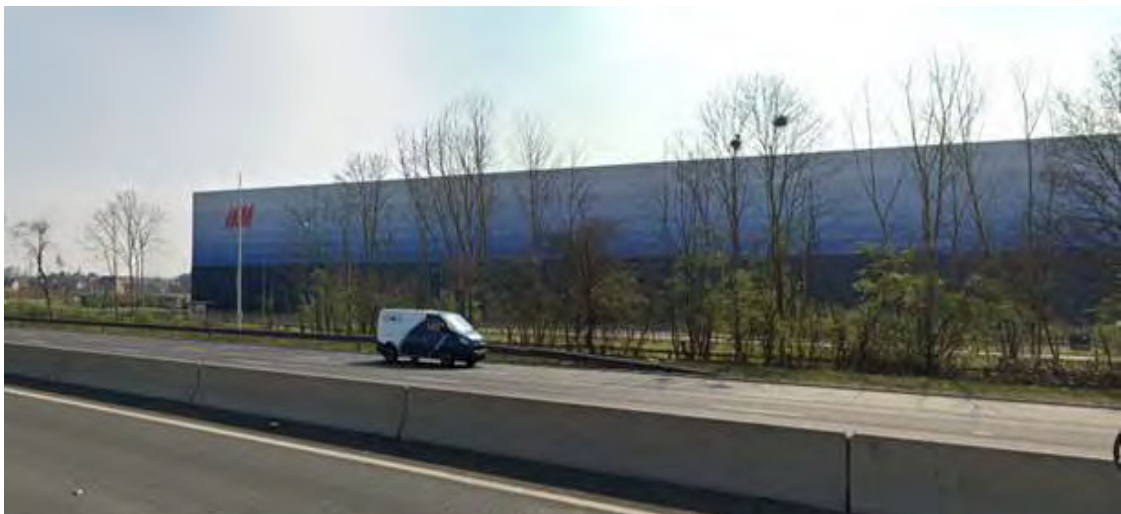


Figure 27: Google street view, (May 2022), from M1 southbound of H&M Distribution Centre, Magna Park, Milton Keynes, MK17 7AB



Figure 28: Google street view, (June 2023), from M1 northbound, of Amazon UK STN8, Magna Park, Milton Keynes, MK17 8EW

- 6.31** The development proposals are accompanied by both an updated Design and Access Statement and a Landscape Strategy, which explains the design principles and concepts which have led to the overall design and layout of the proposed development, considering the site and surrounding context. It is intended that these documents provide guidance on the delivery of future phases of development and should be read in conjunction with the approved Barnsley West Masterplan Framework.
- 6.32** The proposed Units will be of a very high standard of design and quality, built to carbon net zero standard. The form of the units are largely dictated by the functional requirements of these types of facility. However, the proposed design has been carefully considered with a significant amount of glazing to increase the prominence of the office element, and create a 'head office' environment.
- 6.33** The office elements of the buildings have also been designed to increase their presence and to add visual focal points for the development. The design philosophy is to create a striking modern appearance, while adding quality and aesthetic enhancement. The design aesthetic is to give the impression of a business park environment rather than purely warehouse storage facilities. Precedence images of similar developments are included at Appendix 4 demonstrating how this could be achieved.



Figure 29: Precedent images

**6.34** It maybe also useful to note that the following information will be submitted with each Reserved Matters, for approval, prior to any work commencing on site, and hence will be subject to further consultation, assessment and approval by Barnsley Metropolitan Borough Council:

- Layout plans (confirming exact position of buildings)
- Elevations (confirming exact height and design of buildings)
- Sectional drawings
- Detailed on plot landscape plans
- Noise Assessment
- Lighting scheme
- Detailed plot drainage scheme

## Design

**6.35** The detailed design of the buildings is to be agreed at the Reserved Matters stage, however there are many ways in which the massing and appearance of the Proposed Development can be addressed through good design.

**6.36** The proposed Units will be of a very high standard of design and quality. The form of the units are largely dictated by the functional requirements of these types of facility. Blue Chip companies also expect the highest quality and standard from their buildings, including state of the art sustainability criteria. The proposed design has therefore been carefully considered with a significant amount of glazing to increase the prominence of the office element, and create a `head office` environment, and to reduce massing.

**6.37** The office elements of the buildings have also been designed to increase their presence and to add visual focal points for the development. The design philosophy is to create a striking modern appearance, while adding quality and aesthetic enhancement. The design aesthetic is to give the impression of a business park environment rather than purely warehouse storage facilities.

**6.38** The buildings will be designed in line with the same style and colour palette used at the recently approved Capitol Park extension (Reserved Matters reference 2022/916) and the Hoyland West Masterplan Framework (Gateway 36/Hoyland North) by Harworth. Precedence images of similar developments are included at Appendix 4 demonstrating how this could be achieved.

**6.39** Furthermore, the use of banding of colours and materials is a commonly used design mechanism to reduce the massing of large buildings, as shown on the examples below:

- 6.40** Consequently, the Applicant is committed to delivering a very high standard of design, with careful consideration given to the massing of the buildings. Banding and glazing along with other design features will all increase the prominence of the office element, and create a `head office` environment, and thereby reduce any perceived massing.



Figure 30: Precedent image

- 6.41** The appearance of the development will be reserved for the detailed design of each unit. However suggested materials and their applications are set out as follows:

- Green and grey colour cladding.
- Profiled or flat metal cladding.
- Large format window or curtain walling systems.
- Feature building elements in strong colours or accent materials.
- Standing seam or single ply membrane roofs.
- Vertical laid flat cladding at irregular intervals to reduce visual impact of large buildings.
- Translucent glazing, poly carbonates or membrane technology.

- 6.42** The images above demonstrate some of the established materials used on other schemes. It is anticipated that the detailed design of the new units will, where possible, use the same or complimentary materials. This will give a continued sense of coherence to the development and ensure that the high-quality aesthetic is carried through to all elements of the Site.

- 6.43** A series of computer generated images (CGIs) are currently being prepared, and will be submitted in due course following discussion with Officers as to what these should contain.

## Phasing

- 6.44** The delivery of the Proposed Development will ultimately be driven by the demand for the employment buildings. However for the purposes of the Environmental Assessment, the following timescales are assumed, which represent a precautionary approach (and therefore a worst case scenario) by assuming a single continuous phase of Site enabling works and means of access, followed by a three year build period:
- Hybrid Planning Application determination by end of 2023- 2024.
  - Reserved Matters/Condition Discharge/Earthworks for development platforms 2024/25.
  - Start on Site (Infrastructure) 2024/5.
  - Start on Site (Unit/building works) 2026-2028
  - Assume 3 years construction, therefore complete by 2028
- 6.45** It is anticipated that the earthworks to create the development platforms and drainage will be undertaken in a single phase, with the development plots coming forward in phases after this, depending on market demand. Strategic landscaping will be established early where possible, to ensure its ability to become established as soon as possible. Landscaping within the development plots will come forward at the end of the development of each plot.

## Sustainability

- 6.46** The Applicant is committed to delivering sustainable development and greener buildings.
- 6.47** The Proposed Development will be delivered to Carbon Net Zero standard, including a minimum of 10% of on-site energy needs of the development from low-carbon energy, in accordance with the UK Green Building Council Net Zero Buildings Framework, thereby meeting the planning policy requirements relating to high quality sustainable design.
- 6.48** All buildings within the Proposed Development will be able to achieve BREEAM 'Excellent' standard, thereby meeting the planning policy requirements relating to high quality sustainable design, through the latest sustainable and low carbon technology such as photovoltaic cells.

# 07 Strategic Landscaping

---

- 7.1** Within the Hybrid application, detailed approval is sought in relation to strategic landscaping around the perimeter of the Site. Detailed approval for any landscaping on the development platforms, such as on-plot landscaping, will form part of future Reserved Matters applications. Matters of detailed landscaping therefore relate to extensive strategic landscaping surrounding the development plateaus, and are clearly defined on the submitted Parameters Plan.
- 7.2** As previously discussed, the amount of employment development the Site is required to deliver is set by the objectively assessed need within the Local Plan, with the scale of units set by market demand and, together with the need to prepare a viable scheme, these factors have informed the necessary size of the development platform parameter. The remaining land on the Site incorporates earthworks to create the development plateaus, bunds to screen the future development, landscaped screens, habitat areas, open spaces, and footpaths.
- 7.3** The Proposed Development will deliver significant areas of strategic landscaping (13.3ha/32.9 acre) of new and enhanced natural habitats which includes significant native tree planting and hedgerows, and create accessibility to new public open space. The detailed landscaping strategy has been prepared in accordance with the principles set out within the Barnsley West Masterplan Framework, while also seeking to balance the aspirations of various consultees and planning policy requirements. The Framework acknowledges the need for flexibility during the detailed design to accommodate and respond to various requirements and changing contexts over time.
- 7.4** The Masterplan Framework Character Area “Employment Zone A” seeks larger employment units set within “dense woodland”, though it should be noted that no definitions or guidance is given in order to allow appropriate flexibility to future developers. The principle of larger units within dense woodland screening has been adhered to within the proposed landscaping strategy, seeking to screen the development platforms as far as practicable. However, the provision of woodland planting has had to be balanced with the emerging national policy requirement to provide biodiversity net gain across the Site and wider development. In order to achieve a biodiverse and ecologically rich landscaping strategy, it has been necessary to incorporate a wider range of habitats and planting types in order to maximise biodiversity.
- 7.5** In addition, while the development has been screened and landscaped as far as is practicable to minimise visual impact, it must be acknowledged that the introduction of a

new major employment development will result in an intrinsic change that cannot be fully mitigated. The proposed landscaping scheme seeks to screen and mitigate the Proposed Development as far as reasonably possible, while also balancing the various requirements within the landscaping scheme.

- 7.6** It is anticipated that the exact details of the number and species of trees to be provided will be subject to planning condition requiring the submission and approval of a detailed planting plan by the Local Planning Authority.
- 7.7** Since the previous submission, it has been necessary to omit the previously proposed community allotments from the Proposed Development due to a number of complex issues. These relate to the uncertain management and maintenance of the allotments, the levels in this part of the Site which render it unsuitable for allotments, and the fact that there is no ability to provide vehicular access into this area of the Site. As such, this has been replaced by a community orchard surrounding an informal play area, providing a community open space for new and existing residents and future employees.
- 7.8** A range of paths run around the perimeter of the Site incorporating the retained Public Rights of Way. These paths connect to the wider area to provide active travel routes (accessible multi-user paths with max gradient 1:21) and recreational routes (non-multi-user paths) for a range of users with connections to a wider network across the neighbouring development site and existing development, while ensuring security around the future employment uses and safety of vulnerable pedestrians. Steps are necessary given the level changes across the Site but the multi-user paths have been carefully designed to provide accessible gradients for the widest range of users. Together the paths and open spaces will provide travel, play and recreation opportunities for employees and residents.
- 7.9** Varied areas of planting provide a mix of habitats with ecological benefits and visual interest across the Site to create various features. The landscaping scheme has also been coordinated with the drainage strategy to incorporate dry detention basins as part of the drainage system, which will be planted to improve biodiversity. The dry detention basins are different to swales or ponds, and will be predominantly dry with only very shallow areas (up to 0.5m) of standing water during wet seasons where the water will collect at a lower level than it can drain out of the basin. During dry spells with little rainfall and/or high temperatures, the basins are anticipated to be dry. Planting for the dry detention basins incorporates areas of wet meadow (i.e. grassland that is periodically waterlogged) with wet scrub planting (i.e. suitable for damp soil) that can tolerate temporary periods of waterlogged or damp soil. In combination, the existing and proposed greenspaces and water features will deliver connected and sustainable green spaces, equating to 30% of the development site.
- 7.10** The Proposed Development now includes a 4-5m high landscaped bund adjacent the roundabout, a 4-5m bund along the eastern boundary of the Site, and a 2-3m bund along the northern boundary of the Site. The bunds, along with the sloped topography between the development platform and site boundary, will be planted in order to screen the future development and minimise visual impact of the gradient.

- 7.11 Existing trees and hedgerows will be retained as far as possible, and enhanced with the provision of additional planting. In particular, the area of Ancient Woodland to the north of the Site will be retained and protected with a 15m buffer zone between the Ancient Woodland and any proposed earthworks, in accordance with Natural England guidance.
- 7.12 The Applicant can confirm that the management and maintenance of the strategic landscaping and open space will be undertaken by management companies created for both the Employment area.
- 7.13 Sterling Capitol, part of the consortium Sterling Strata (Barnsley West) PLC, have a **track record and experience of delivering this kind of community benefit**. Oakhill is a 150 acre nature reserve which was delivered as part of the development of Capitol Park Goole site, just off Junction 36 of the M62. This was delivered in partnership with a community group 'Friends of Oakhill', specifically set up to manage the Site going forward. The Applicant proposes to use their knowledge and expertise to undertake a similar scheme at Morley (included at Appendix 5).



Figure 31: Example of an on-site Country Park Guide produced for Oakhill

# 08 Highways

---

- 8.1** The wider Site proposal includes for a new link road which will connect both ends of the allocation of MU1, from Higham Common Road to Barugh Green Road, part of the wider route between M1, Junction 37 and the A635, Barugh Green Road. The location of the link road is illustrated on the Parameters Plan and includes two internal roundabouts to connect into the residential development.
- 8.2** The two external roundabouts on Higham Common Road and Barugh Green Road have already been subject to separate planning applications (*App 2020/0027 and 2020/0028*) are approved and will be delivered through the Sheffield City Region Investment Fund. It is understood that work is to commence on site in early 2024.
- 8.3** The proposed link road is a single carriageway route, which as part of a network of permeable walking and cycling routes, will provide four crossings along the new link road, as well as crossing points at the proposed roundabouts, to ensure the site is well connected.
- 8.4** Proposed access into each development parcel will be sought with the corresponding development parcel's reserved matters application.
- 8.5** The Applicant has worked collaboratively with National Highways and Barnsley Highways Officers, which is ongoing.
- 8.6** It is not intended that the internal access road be adopted as public highway.
- 8.7** The Applicant is happy to agree to parking requirements as detailed within the Barnsley Supplementary Planning Document.
- 8.8** In addition, the Applicant has submitted a Workplace Travel Plan, which they are happy to have conditioned. The proposed buildings will feature shower and changing facilities as well as suitable storage facilities for non-motorised users.
- 8.9** South Yorkshire Passenger Transport Executive / South Yorkshire Mayoral Combined Authority have set out a number of potential contributions, which are addressed in the S106 draft Heads of Terms and the scheme viability appraisal.
- 8.10** As such, the Proposed Development accords with Local Plan Policy T3 and T4, and the principles of Framework Paragraphs 110-113. Where required, appropriate mitigation measures can be provided through a S106 agreement, in accordance with Policy I1. It is therefore considered that there are no highways or transport reasons why the Proposed Development should not be granted planning consent.

# 09 Masterplan Framework Compliance

---

- 9.1 A Masterplan Compliance Report has been prepared and is located at Appendix 6.
- 9.2 The Proposed Development, including parameters and detailed landscaping strategy, has been prepared in accordance with the principles contained within the adopted Barnsley West Masterplan Framework. The Framework seeks to set the principles within which future development can come forward, while recognising the need for flexibility to allow future development to adapt to changing contexts since the adoption. This is particularly the case for the proposed employment development, which over time has seen rapid change in the type of built form required by future occupiers and the viability of schemes.
- 9.3 The Masterplan Framework principles have formed the basis of the Proposed Development, and have then been interpreted and applied by the Applicant to meet the current economic climate and market demands, allowing this strategic site to meet Barnsley's employment land requirements. Ultimately, from the outset the Proposed Development has been landscape-driven and adhered to the over-arching guiding principles of the Masterplan Framework.
- 9.4 The Masterplan Compliance Report therefore confirms the Proposed Development's compliance with the Barnsley West Masterplan Framework.

# 10 Connectivity and PROWs

---

- 10.1** The Site has been allocated for Employment uses by the Council, having assessed its sustainability and accessibility at the adoption stage of the Local Plan (2019).
- 10.2** The accessibility of the Site by non-car and active modes of travel is comprehensively assessed against the Council's Accessibility Standards and Indicators in the submitted Transport Assessment, submitted with the Application.
- 10.3** The Site has a strong existing network of public rights of way, which permit a right of way for walkers. The current alignment of the public rights of way within the Site will be diverted slightly due to the proposed earthworks, however they remain in broadly the same location. It is proposed that all diverted public rights of ways will be upgraded, enhanced, and reinforced with a diverse network of adjoining safe routes for both pedestrians and cyclists to strengthen connectivity.
- 10.4** The existing and proposed paths will connect to the wider area to provide active travel routes (accessible multi-user paths with max gradient 1:21) and recreational routes (non-multi-user paths) for a range of users with connections to a wider network across the neighbouring areas, while ensuring security around the future employment uses and safety of vulnerable pedestrians. Steps are necessary given the level changes across the Site but the multi-user paths have been carefully designed to provide accessible gradients for the widest range of users. Together the paths and open spaces will provide travel, play and recreation opportunities for employees and residents.

# 11 Local Employment Opportunities

---

- 11.1** The Applicant is committed to maximising both the social and economic benefits of the Proposed Development locally, within Barnsley and the surrounding areas, and ensuring that the benefits are sustained throughout the operational phase of development. The Applicant recognises the value of engaging with the local community and supporting local training and recruitment.
- 11.2** The Proposed Development will support the provision of 60-120 FTE training and apprenticeship opportunities. The Applicant is keen for as many of these to be maximised by local residents.
- 11.3** The Ahead Partnership is an organisation which facilitates engagement between occupiers and high schools, to showcase job roles and develop employability skills, and aspirations of young people. The Applicant has worked with the Ahead Partnership on a development in Morley, Leeds to encourage the provision of suitable training opportunities, both during construction and future operation, through identifying work placement and apprenticeships, in conjunction with local training providers
- 11.4** The Applicant is keen to replicate this in respect of this Proposed Development to enable local stakeholders to help locals to secure and complete Apprenticeships working for the occupiers of the Proposed Development. This could be through an Apprenticeship fund which can be used for a whole range of things such as funding a Training advisor to oversee the Apprentices down to a bursary fund to provide money for Apprentices to help with travel, clothing, equipment, driving lessons and other necessary expenses.
- 11.5** By working with a partner, such as The Ahead Partnership, this will showcase job roles on offer at the Site both during the construction and operational phases of the development and develop employability skills and aspirations of young people within Barnsley and surrounding area.

# 12 Benefits from Development

---

**12.1** The Proposed Development delivers significant benefits, which are summarised in the document located at Appendix 7:-

- They accord with the Development Plan (Barnsley Local Plan) and the Barnsley West Masterplan Framework. The Site is allocated for mixed use under Policy MU1), which sets out a minimum requirement for 43 hectares of employment land. Local Plan Policy E2 relates to the distribution of employment land, with a total of 64.6ha being allocated within Urban Barnsley. Of the 64.6ha allocated in this location, 43ha will be provided at Barnsley West, representing 66.5% of all new employment space within Urban Barnsley, and 14.5% of all new employment land within the Borough. The delivery of employment land on MU1 will therefore make a significant contribution toward meeting Barnsley's objectively assessed strategic employment need, and delivering the benefits of inward investment and new job opportunities in the Borough.
- They will deliver up to 112,181 sqm of employment floorspace of which 28,045 sqm is proposed for Use Class B2 and 84,136 sqm for B8 with ancillary office in addition to 418 sqm of retail floorspace (convenience store). This will meet the needs of business occupiers, from whom there is demand, as evidenced in the Knight Frank Industrial & Logistics Market Overview Report Employment Market Report, October 2023, as well as the Councils Employment Land Review. Given this is one of the single largest single employment allocations in Barnsley, in a sustainable strategic location, it is therefore suitable for the delivery of large floorspace employment units that can meet market demand.
- The Proposed Development would create approximately **1,833 on site jobs**. This would represent a noticeable boost to the economy. In addition, many of the jobs would be accessible to new entrants to the labour market, and those who are currently unemployed and would be wide ranging.
- The Proposed Development will lead to the creation of **793 construction jobs** over a projected 3 year build, as a resulted of the Proposed Development. It is estimated to support at net total of **1,445** temporary jobs (net direct, indirect and induced), the equivalent of 481 temporary jobs per annum, in construction, the supply chain and local services (direct, indirect, and induced), over a three year period.

- The Proposed Development amounts to the creation of **£35.85 million per annum in GVA** as a result of direct employment over the lifetime of the construction, and **£72.6 million in GVA** as a result of direct, indirect and induced employment over the lifetime of construction. In addition, the Proposed Development will generate **£ 83.8 million** per annum in GVA based on direct employment<sup>19</sup> over the lifetime of the development. With the potential for an estimated **£ 90.4 million in GVA** per annum, as a result of indirect and induced job creation
- The Proposed Development will support the provision of **60-120 FTE training and apprenticeship opportunities.**
- The Proposed Development amounts to Business rates in the region of **£1.7 million** along with an increase in economic output, part of which will benefit the local community.
- The Proposed Development is supported by a Travel Plan, which contains measures such as cycle storage and showering facilities, to help support future employees of the Site utilise sustainable forms of transport, to travel to and from work.
- The Proposed Development would result in an overall biodiversity net gain. This will result in a positive contribution to the habitat network through habitat protection, creation and enhancement. The substantial ecological surveys undertaken demonstrate that there is no significant adverse impact.
- The Proposed Development will deliver significant areas of strategic landscaping (13.3ha/32.9 acre) of new and enhanced natural habitats which includes significant native tree planting and hedgerows, and create accessibility to new public open space.
- The Proposed Development will deliver improvements to the cycle and pedestrian permeability of the Site itself, whilst also improving connectivity with established existing Public Rights of Way, alongside physical improvements to these Public Rights of Way. This will increase accessibility between the Site, Pogmoor, Gawber and Higham.
- Proposed Development will also deliver and create further public access to areas of strategic landscaping and greenspace, within the Site. This includes a series of new footpaths, which provide links into Pogmoor, Gawber, Higham and beyond. This direct public access will enable the general public and future employees of the Site, opportunities for recreation with resultant health impacts benefits.
- The Proposed Development will be delivered to Carbon Net Zero standard, including a minimum of 10% of on-site energy needs of the development from low-carbon energy, in accordance with the UK Green Building Council Net Zero Buildings Framework, thereby meeting the planning policy requirements relating to high quality sustainable design.

- A 4-5m high landscaped bund adjacent to the roundabout, a 4-5m bund along the eastern boundary of the Site and a 2-3m bund along the northern boundary of the Site have all been included to screen Proposed Development from both existing and proposed residential properties.
- All buildings within the Proposed Development will be able to achieve BREEAM 'Excellent' standard, thereby meeting the planning policy requirements relating to high quality sustainable design, through the latest sustainable and low carbon technology such as photovoltaic cells.

**12.2** All the potential adverse effects can be mitigated through planning conditions or a Section 106 Legal Agreement.

**12.3** In light of the above, we respectfully request that the Application Proposals for the Site are supported by the Local Planning Authority.

# 13 Conclusions

---

- 13.1** This report has been prepared in response to an amended hybrid planning application for employment. The Applicant have assessed the issues raised by Officers, consultees and local residents, along with their professional consultant team, and have made a number of significant changes to the scheme.
- 13.2** The Site is allocated within the Barnsley Local Plan (2019) as Site MU1 (Land South of Barugh Green Road) and also falls within land subject to the Barnsley West Masterplan area. A total of 43ha of employment land is proposed as part of MU1, and the allocated employment land at Barnsley West forms a significant part of the employment land figures for Urban Barnsley, and the borough more generally.
- 13.3** The Proposed Development will meet the needs of business occupiers, from whom there is demand, as evidenced in the Knight Frank Industrial & Logistics Market Overview Report Employment Market Report, October 2023, as well as the Councils Employment Land Review. Given this is one of the single largest single employment allocations in Barnsley, in a sustainable strategic location, it is therefore suitable for the delivery of large floorspace employment units that can meet market demand.
- 13.4** Knight Frank, have set out other similar sized buildings in the region, which have a minimum of 15m high minimum haunch height requirement.
- 13.5** A 15m Haunch height (i.e. the clear working weight inside the warehouse), which is the minimum industry standard and operational requirement for this type and size of building, as well as an institutional requirement, for these type of buildings. There is a limited number of sites within the area that can accommodate large units, this allocated site is one of them.
- 13.6** This Report details the considerable evidence and research to dispel the myth that the logistic sector is only associated with part time and zero hours contracts, offers low wages and only provides only low skilled jobs. The reports cited above, from differing credible sources, all clearly confirm the wide range of jobs available from HGV drivers, as well as those staffing warehouses, technology, engineering, and managerial positions. That both full time and part time workers earn above the average salary in the logistics sector.
- 13.7** The detailed design of the buildings is to be agreed at the Reserved Matters stage, however there are many ways in which the massing and appearance of the Proposed Development can be addressed through good design, such as banding. The Applicant is committed to delivering a very high standard of design, with careful consideration given to the massing of the buildings. Banding and glazing along with other design features will all increase the prominence of the office element, and create a `head office` environment, and thereby reduce any perceived massing.

- 13.8** The development proposals have been amended following discussions with Officers and consultation responses, reducing the maximum height of all proposed buildings significantly, as detailed with Section 5 and 6. All areas of the Site have been assessed, and the height of each area of the Site reduced to the absolute maximum. Any further reduction would result in an unviable and undeliverable scheme.
- 13.9** The Daylight/Sunlight Assessment demonstrates that no residential properties or any gardens will be significantly impacted from this building, based on an indicative masterplan, and therefore there should be no noticeable loss of sunlight or daylight. The Assessment therefore confirms that the Proposed Development will not cast shadows over any adjacent properties and hence that the amenity of the adjacent residents will not be adversely affected by overshadowing.
- 13.10** A Masterplan Compliance Report has been prepared and is located at Appendix 6 which confirms the Proposed Development's compliance with the Barnsley West Masterplan Framework.
- 13.11** Additional Indicative Masterplans for the Site have now been prepared (Appendix 2) to demonstrate that there are many options for how the Site could be developed within the parameters set out in this Hybrid Planning Application. The range of options prepared clearly demonstrates that the layout is not fixed and there are several options of how the Site could be developed.
- 13.12** All layouts now include a 4-5m high landscaped bund adjacent the roundabout, a 4-5m bund along the eastern boundary of the Site and a 2-3m bund along the northern boundary of the Site. These changes along with the reduction in height of the Proposed Development has reduced any perceived impact on nearby existing and proposed dwellings.
- 13.13** The document at Appendices 10 sets out a summary of the benefits of the scheme.
- 13.14** The Proposed Development will create 793 construction workers (direct/gross) over a three year build period, 1,445 temporary jobs (net direct, indirect and induced). In addition, 1,800 FTE Jobs onsite (direct employment) will also be created by this Proposed Development.
- 13.15** The Applicant is committed to maximising both the social and economic benefits of the Proposed Development locally, within Barnsley and the surrounding areas, and ensuring that the benefits are sustained throughout the operational phase of development. The Applicant recognises the value of engaging with the local community and supporting local training and recruitment.
- 13.16** All the potential adverse effects can be mitigated through planning conditions or a Section 106 Legal Agreement.
- 13.17** In light of the above, we respectfully request that the Application Proposals for the Site are supported by the Local Planning Authority.

# **Appendix 1: Knight Frank Industrial & Logistics Market Overview Report (September 2023)**

---

# Industrial & Logistics Market Overview Report

Barnsley West, Junction 37 M1

Prepared on behalf of Sterling Capitol

Date: 20 September 2023

KF Ref: rs/ew

Confidential

## Contacts

Prepared by

[REDACTED]  
Rebecca Schofield  
Partner  
Sheffield Commercial

[REDACTED]  
Iain McPhail  
Partner  
Leeds Commercial

## Contents

Executive Summary	3
Brief	4
Barnsley West	4
Market Comments	4
<b>National Market Overview</b>	<b>4</b>
South Yorkshire & North East Derbyshire	6
<b>Vacancy Rates - 2016-2022</b>	<b>8</b>
West Yorkshire & The Humber	8
<b>Vacancy Rates - 2016-2022</b>	<b>10</b>
Enquiry Levels	10
Supply	12
<b>M1 – South Yorkshire</b>	<b>12</b>
<b>M18 – South Yorkshire</b>	<b>13</b>
Take Up	14
Summary	15
Proviso	17

## Executive Summary

- Barnsley West (MU1) is allocated in the Barnsley Local Plan mixed use commercial and residential development, including 42 hectares of employment land.
- Barnsley West will be accessed via new infrastructure, including a link road offering direct access to Junction 37 of the M1 Motorway
- The logistics and industrial market enjoyed a bumper couple of years following covid, with the pandemic accelerating demand. This fuelled record take-up levels in 2020 and 2021.
- We have witnessed a slow-down in market activity, however, demand continues to run in line / slightly ahead of pre-covid levels.
- We have seen a developer response to the increased demand which has been particularly evident in South Yorkshire.
- As at the end of H1 2023, the region had a healthy supply of buildings, totalling approximately 6,000,000 sq ft, representing approximately 2 years supply based on long term average take up.
- Whilst there is currently a supply of buildings across the region, there is no new speculative development currently planned beyond that currently available.
- Take up for the preceding 12 month period ending H1 2023 for the South Yorkshire region has been dominated by distribution occupiers, albeit approximately 16% of take up is accounted for by manufacturing companies.
- Barnsley West is ideally located adjacent to Junction 37 of the M1 Motorway and following new infrastructure will benefit from direct access.
- Barnsley West is well placed in respect of delivery timetable to fulfil future requirements following take up of current supply. Key to occupier's requirements is deliverability and certainty over timescales for delivery.
- Occupier and investor demand has an increasing focus towards high quality modern space with a focus on ESG.
- Specification of premises is particularly important, with increasing focus on height, yard depth and available utilities.

## Brief

Knight Frank LLP have been asked to provide a market overview in respect of the industrial and logistics market in relation to the proposed development at Barnsley West, Barnsley.

We will provide an overview of the national and regional industrial and logistics markets, looking at supply and take-up in each.

## Barnsley West

Barnsley West known as MU1 Site Allocation within the Barnsley Local Plan January 2019 is a mixed use development, which includes 42 hectares of employment land and will be accessed via new infrastructure, including a link road, offering easy access to Junction 37 of the M1 Motorway.

The area around Junction 37 is an established commercial location, home to occupiers including NHS Blood, GEM Imports, SHI and Perrigo, Koyo Bearings, Approved Foods and KDA Wholesale.

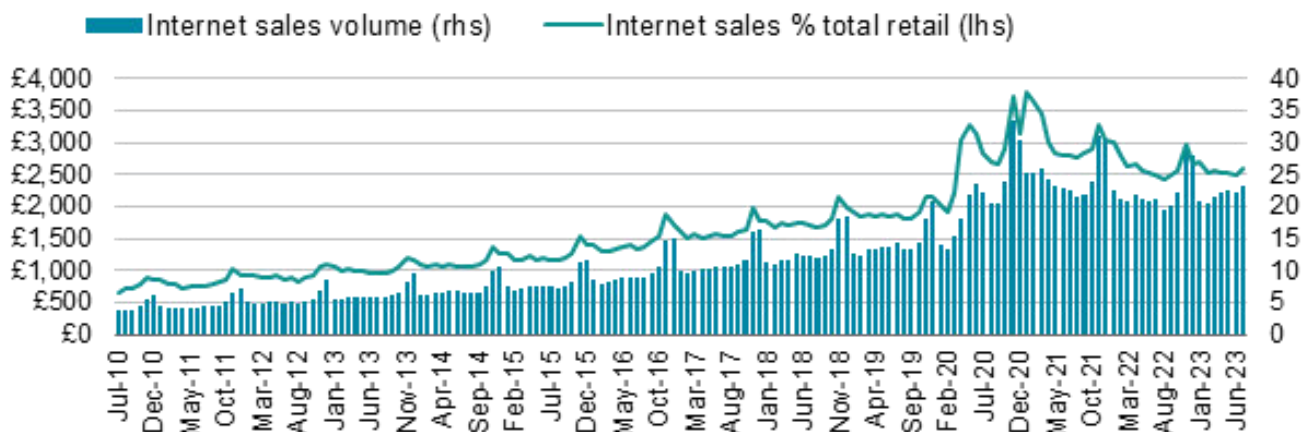
## Market Comments

### National Market Overview

The Logistics & Industrial market has enjoyed a bumper couple of years, with the sector being one of the few 'winners', as the Pandemic accelerated e-commerce demand.

E-commerce accounted for circa 19% of retail sales at the end of 2019, increasing to circa 35% during the national lockdown of early 2021. Whilst post lockdown levels have dropped to circa 26%, this is still some way ahead of pre-pandemic levels.

### UK Internet Retail Sales (monthly)



Source: Knight Frank Research ONS

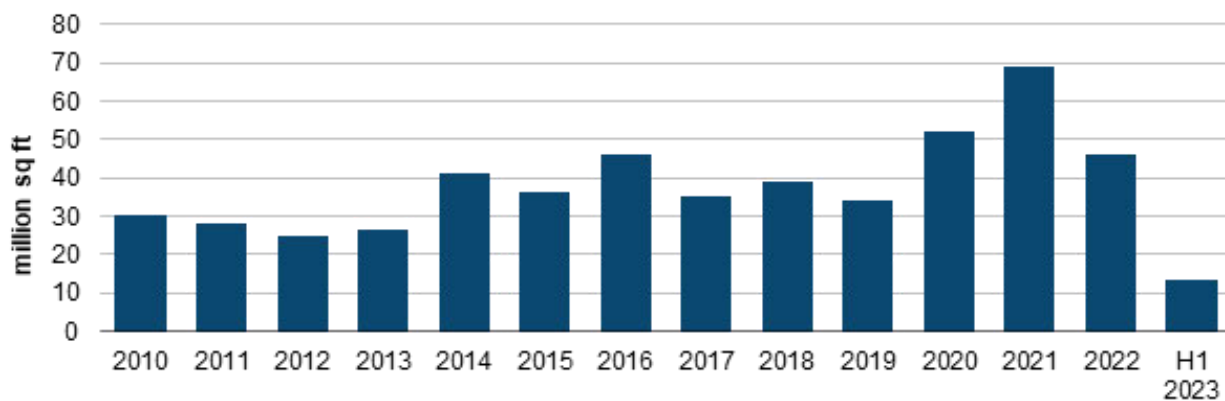
This growth in e-commerce led to record levels of take up in 2020 and 2021. Take up in 2020, for units in excess of 50,000 sq ft, was a record 50m sq ft (up from circa 35m sq ft in 2019). The 2020 figure was eclipsed by 2021 take up of over 70m sq ft. Whilst take up slowed in 2022 to circa 45m sq ft, partly due to a lack of stock and reduced e-commerce related activity, take up was still in excess of pre-pandemic levels.

H1 2023 saw the slow down continue, with take up being circa 12m sq ft with full year take up anticipated to be circa 30m sq ft, showing a continued fall in activity.

Despite an increase in speculative development in reaction to the unprecedented levels of take up seen in 2021 and 2022, vacancy rates remained at record low levels. However, H1 2023 has seen a significant increase in second-hand space coming back to the market. A significant element of this space derives from e-commerce related occupiers consolidating operations after unprecedented take up during the pandemic.

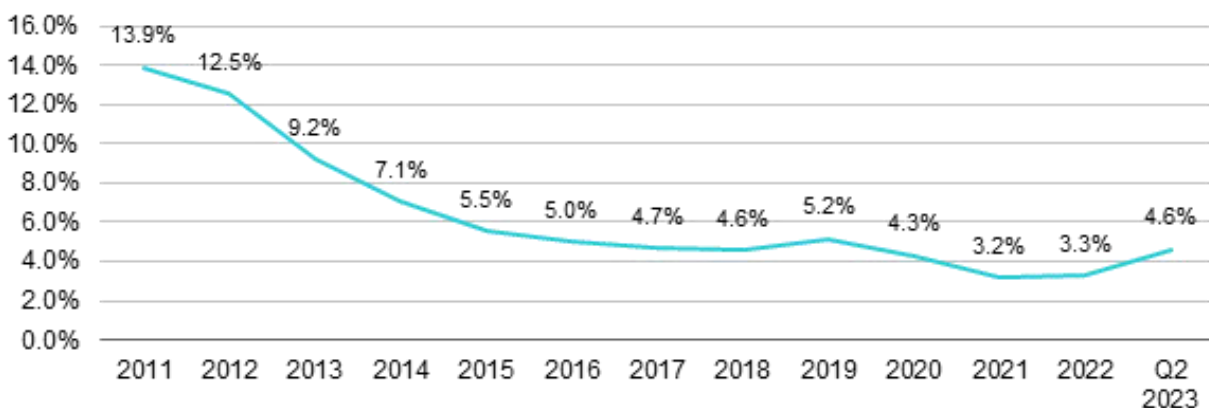
Despite the increase in standing second hand stock, there is no further speculative development planned. New space into the market has slowed as a result of the recent interest rate rises – as cost of debt increases, exit yields soften and build costs remain high – resulting in viability issues for a number of proposed developments.

### Take up (units over 50,000 sq ft)



Source: Knight Frank Research

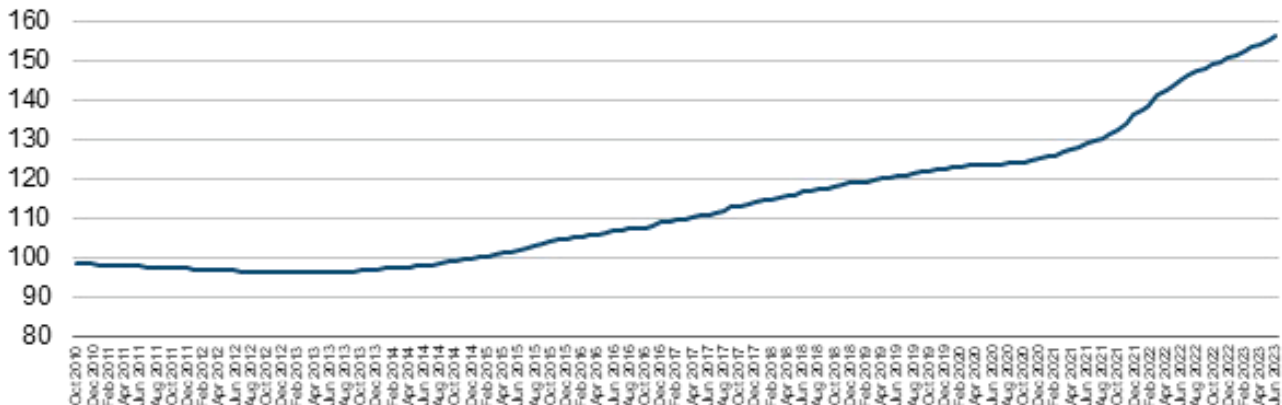
### Vacancy Rate (%)



Source: Knight Frank Research

With demand outstripping supply, the market has seen significant rental growth in the last couple of years and despite a fall in demand some markets still have limited supply meaning the potential for further rental growth remains.

### Average Market Rental Growth Jan 2010 = 100



Source: Knight Frank

Landlords remain protective of their headline rents and are offering larger incentives in an effort to achieve their desired rent level.

The economic & geopolitical headwinds that have been building since March/April 2022, are starting to have an impact on the market. It has been noticeable that 2022 saw a significant drop off in ecommerce related requirements. Amazon, who have over the last 5/6 years accounted for between 25 to 30% of annual take up, have pretty much withdrawn from the market. Despite this, demand remained at a healthy level, albeit below the levels seen during the pandemic, with a wide range of occupiers from manufacturing, logistics & creative industries (Film/TV) all being active.

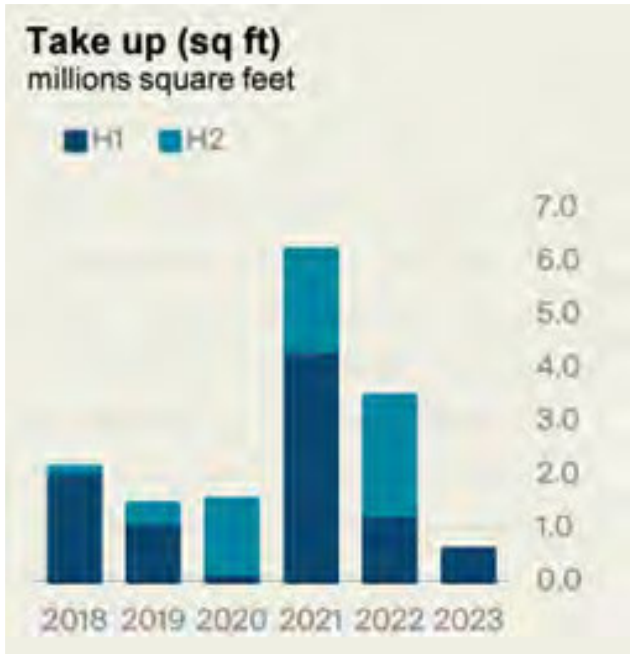
We expect availability to remain tight and whilst we are seeing an increased level of second-hand space come to the market, this is in part being offset by a reduction in the amount of new space coming to the market – as speculative developments face viability challenges.

## South Yorkshire & North East Derbyshire

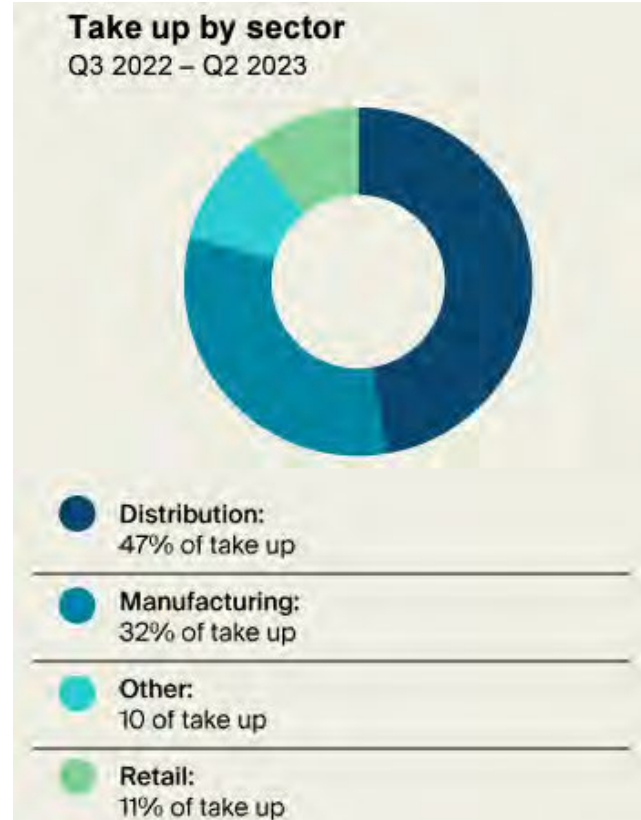
In South Yorkshire and North East Derbyshire, the second quarter of 2023 recorded 341,000 sq ft of take-up (50,000 sq ft plus all qualities) bringing the total for the year to 589,400 sq ft, which is 53% lower than H1 2022. This is as a result of the uncertainty following September 2022 mini budget.

We have seen occupier confidence bounce back with several completions in Q3 2023 including 186,000 sq ft at Arrow, Barnsley to Gem Imports, 110,000 sq ft at Greenland Rd Sheffield to Paragon CC and 130,000 sq ft at Harworth South to Butternut Box. Further there are several new enquiries which have entered the market who appear serious about acquiring space.

**South Yorkshire and North East Derbyshire  
Take Up (sq ft)**



**Q3 2022 – Q2 2023 South Yorkshire and North East  
Take up by sector (sq ft)**



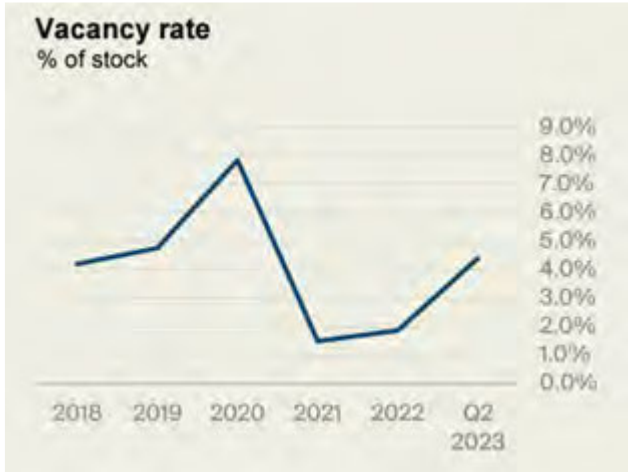
Source: Knight Frank

Reflecting the robust demand for new, high quality industrial space, 62% of take-up over the past year was new speculative or build to suit accommodation as occupier demand increasingly focuses on better quality, more sustainable buildings.

South Yorkshire & North East Derbyshire will see several speculative schemes reach completion late 2023 / Q1 2024 coupled with a number of second-hand buildings coming back to the market. South Yorkshire therefore has a healthy supply of premises totalling approximately 6,000,000 sq ft at the end of H1 2023. This represents approximately 2 year supply based on long term average take up. Whilst this is the case, there is no new speculative development currently planned for the region beyond that current availability.

## Vacancy Rates - 2016-2022

### South Yorkshire & NE Derbyshire



Source: Knight Frank

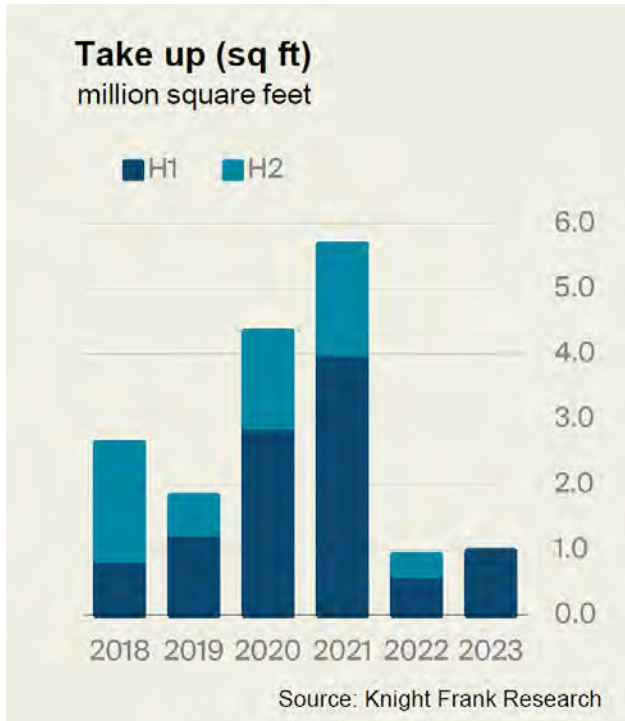
## West Yorkshire & The Humber

In the West Yorkshire and the Humber region, the second quarter of 2023 recorded 482,000 sq ft of take-up (50,000 sq ft plus) bringing the total for the year to 977,000 sq ft, which is 59% higher than H1 2022 and surpassing the total annual take up of 2022 by the mid-point of the year. The figures are slightly skewed by the fact that 2022 was an unusually low take up year, due to the critical availability of stock (see below graph).

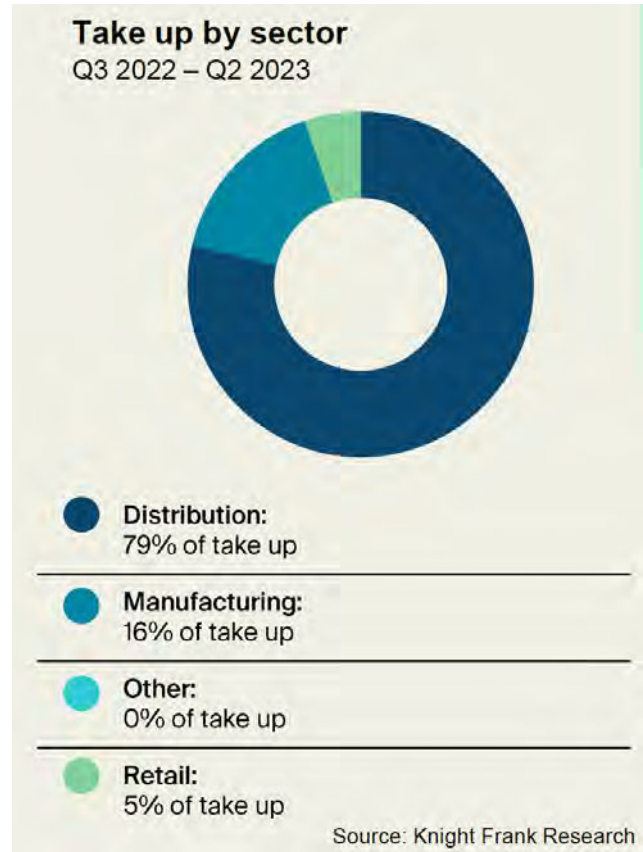
We have seen a number of additional transactions during this quarter including the 211,000 sq ft Voltaic unit in Wakefield let to GXO on a new 10-year lease at a headline rent of £6.00 psf. More recently, and off market, office stationery distributor Exertis have taken 127,000 sq ft on the Lowfields Business Park in Elland.

There continues to be a dearth of new and modern second-hand space in the market, resulting in continued upward pressure on quoting / guide rents in the region, particularly in prime logistics locations along the M1 and M62 corridors. Headline rents have now reached £8.75 psf for mid-box and £8.25psf for over 150,000 sq ft.

**West Yorkshire & The Humber  
Take Up (sq ft)**



**Q3 2022 – Q2 2023 West Yorkshire & The Humber  
Take up by sector (sq ft)**

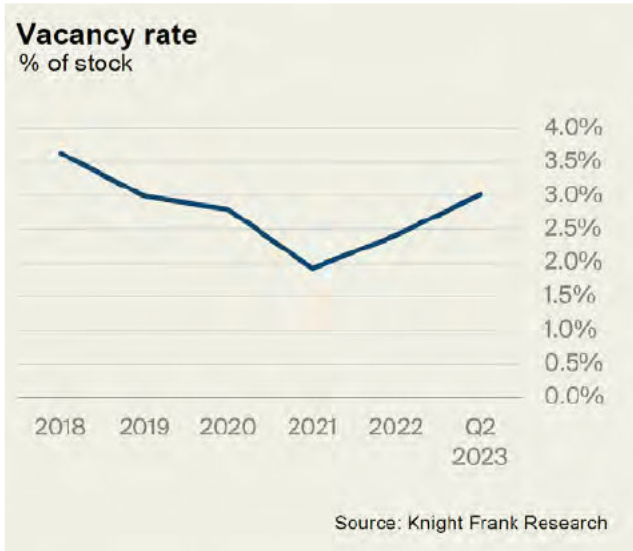


Despite the healthier level of take up, availability in the region increased by 26% in Q2 2023, to just over 2 million sq ft (units >50,000 sq ft). This increase was largely due to Sherburn 550, the 556,598 sq ft former L&G Homes facility becoming available. Consequently, the vacancy rate increased to 3.0% in Q2, up from 2.4% in the previous quarter.

The supply of new units remains limited, with only 2 brand new speculative warehouses completed and available. There is a further 1.3 million sq ft of space under construction speculatively, across 12 units, with just one new development commencing in Q2 2023.

## Vacancy Rates - 2016-2022

### West Yorkshire & The Humber

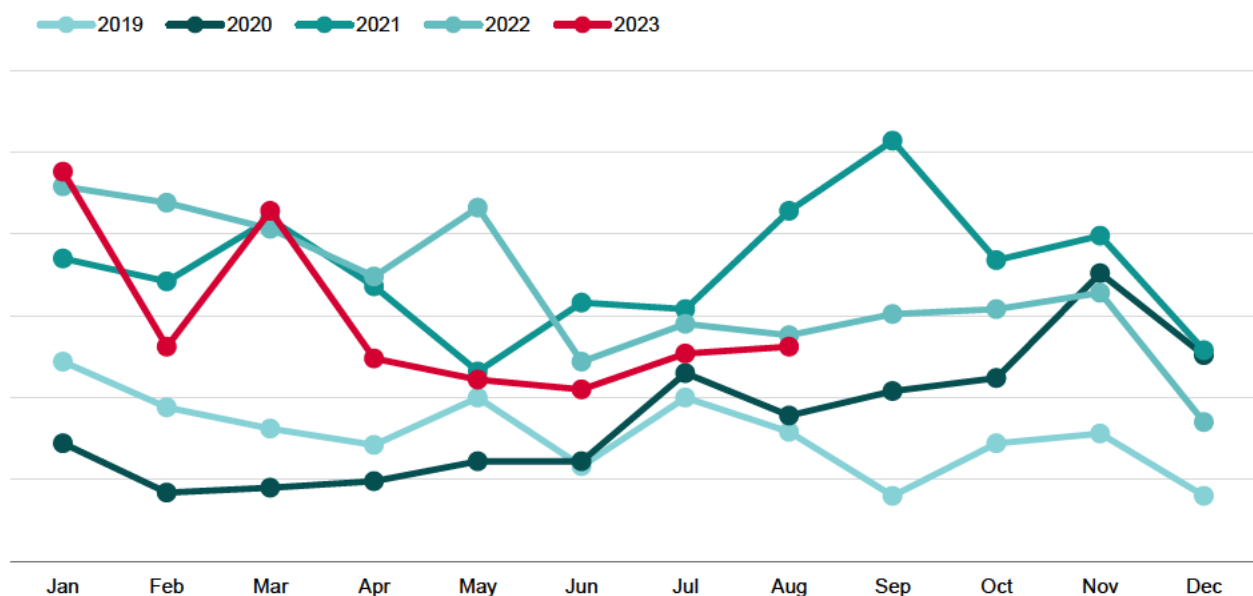


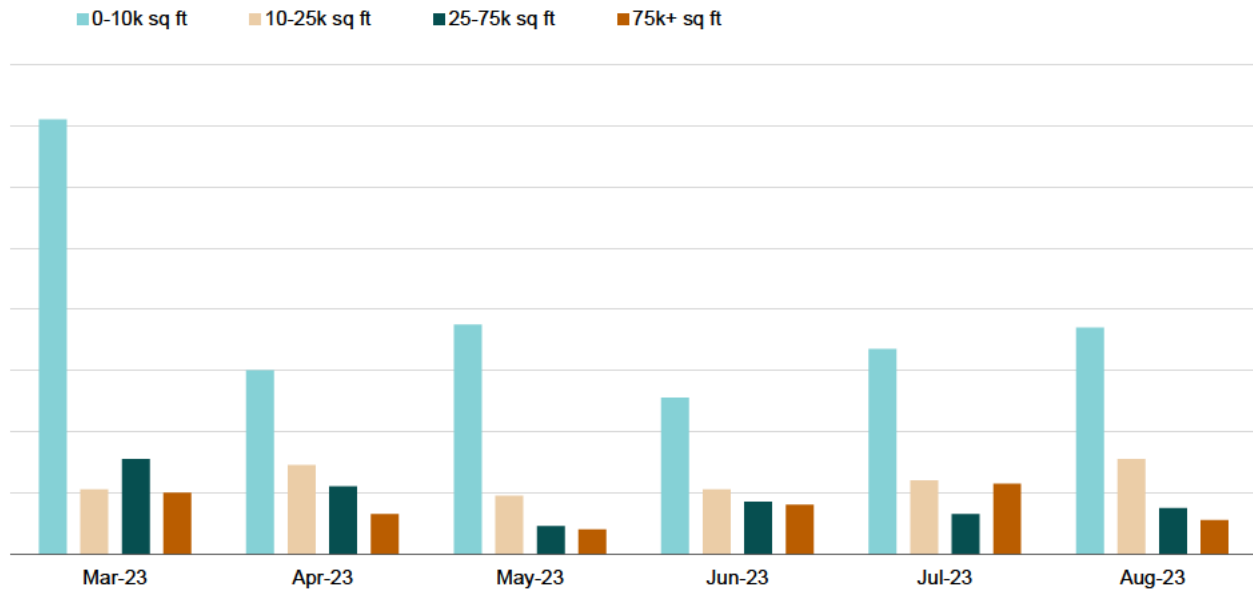
Source: Knight Frank

## Enquiry Levels

Following Covid 19, we experienced a significant rise in occupier enquiries for industrial and distribution space across all size ranges. As things returned to normal, we saw enquiry levels taper off, but these still run ahead of pre-covid levels.

### Sheffield Office – No. Industrial Enquiries





Source: Knight Frank

Set out below is a schedule of enquiries, which are currently in the market:

Table 1: **Enquiries**

Company	Size	Comments
Undisclosed Manufacturer	250,000 sq ft	Active requirement for manufacturing of modular homes. Currently looking across South Yorkshire.
Pharmaceutical Company	300,000 sq ft	Currently based in the region – considering upgrading the accommodation – early stages of requirement.
Agent Led Requirement	500,000 sq ft	Feasibility study on behalf of retained client seeking accommodation across Yorkshire.
Agent Led Requirement	500,000 sq ft	B2 / B8 requirement on behalf of retained client.
Agent led Requirement	200,000 – 300,000 sq ft	On behalf of PLC client for manufacturing of modular accommodation.
Agent Led Requirement	175,000 – 250,000 sq ft	B8 requirement looking for accommodation with good motorway access to South and West Yorkshire.
Agent Led Requirement	100,000 – 300,000 sq ft	Looking to relocate / consolidate operation. Search area South Yorkshire, including Barnsley.
Barnsley Based Occupier	300,000 sq ft	Barnsley based occupier potentially looking at consolidation into one facility.
Parcel Distribution Company	20,000 – 30,000 sq ft	Live requirement for Barnsley area. Focus Junction 37. Looking for low density development.

Company	Size	Comments
Food Processing Company	20,000 – 30,000 sq ft	Looking across South Yorkshire for new food processing facility.
Undisclosed Manufacturer	50,000 – 60,000 sq ft	Have a presence in the area and looking for additional space following expansion and consolidation. Looking M1 corridor Junction 34-37.
Distribution Occupier	80,000 – 150,000 sq ft	M1 corridor requirement looking for existing or build to suit.
Manufacturer	50,000 – 60,000 sq ft (low density)	Owner occupier seeking low density accommodation across South Yorkshire – Bamsley is a location that would work.
Distribution Occupier	50,000 sq ft	Customer based in the area. Looking for accommodation with good motorway access.
Agent Led Requirement	300,000 – 400,000 sq ft	Inward investor looking for bespoke facility for manufacturing and distribution occupier.
Agent Led Requirement	150,000 sq ft	Building products manufacturer, looking for accommodation along the M1 corridor, East Midlands and South Yorkshire region. Would require 16m eaves for part of processing plant.
Undisclosed Manufacturer	90,000 sq ft	Window manufacturer with active requirement in the area.
Undisclosed occupier	30 – 40,000 sq ft	Local occupier looking for new facility with expansion.

Source: Knight Frank

## Supply

With regard to supply, please see below schedule of accommodation – 60,000 sq ft+ across the South Yorkshire region:

### M1 – South Yorkshire

Table 2: M1 South Yorkshire

Site	Size	Motorway Junction	Developer / Owner	Comments
The Core, Shepcote Lane, Sheffield, S9 1TP	367,000	J34 M1	Trammell Crow	<ul style="list-style-type: none"> <li>On site</li> <li>PC August 2023</li> <li>Guiding £7.75 per sq ft</li> </ul>
Barnsley 340, Barnsley, S74 9LH	340,000	J36 M1	Firethorn Trust	<ul style="list-style-type: none"> <li>On site</li> <li>PC Sept 2023</li> <li>Guiding £7.50 - £7.75 psf</li> </ul>
Sheffield 336 Europa Way, Sheffield S9 1TQ	336,000	J33 M1	EQT	<ul style="list-style-type: none"> <li>Available now</li> <li>Partly fitted.</li> <li>Guiding a rent of mid £7s</li> <li></li> </ul>

Site	Size	Motorway Junction	Developer / Owner	Comments
Bessemer Park, Shepcote Lane, Sheffield, S9 1DZ	94,175	J34 M1	PLP	<ul style="list-style-type: none"> <li>On site – PC – Q4 2023</li> <li>Guide rent TBC</li> </ul>
Arrow Point, Hoyland Common, Barnsley, S74 0FN	263,000	J36 M1	Arrow	<ul style="list-style-type: none"> <li>Immediately available</li> <li>Quoting £7.75 per sq ft</li> </ul>
Horizon 29, Chesterfield, S44 6HV	73,000 – 137,000 sq ft	J29a M1	BGO / Equation	<ul style="list-style-type: none"> <li>Phase 1A available now</li> <li>Phase 1B available October 2023</li> <li>Quoting £7.75 per sq ft plus</li> </ul>
Newhall 130  Newhall Road, Sheffield, S9 2QJ	130,000	J34 M1	ULR	<ul style="list-style-type: none"> <li>New development</li> <li>Available now</li> <li>Guiding £7.75 psf</li> </ul>
Catalyst, Rotherham, S60 5BD	91,748	J33 M1	Premcor / Mirastar	<ul style="list-style-type: none"> <li>5 unit scheme – Available now</li> <li>Quoting £8.25 psf</li> </ul>
Markham Vale, Chesterfield, S44 5HP	102,515	J29a M1	Devonshire Gp	<ul style="list-style-type: none"> <li>Modern second-hand unit</li> <li>Recently vacated</li> <li>12m eaves / 33m yard</li> <li>Quoting £6.95 psf</li> </ul>

## M18 – South Yorkshire

Site	Size	Motorway Junction	Developer / Owner	Comments
Panattoni Doncaster  Aero Centre, Doncaster, DN9 3RH	417,000	J3 M18	Panattoni	<ul style="list-style-type: none"> <li>On site</li> <li>New development – PC Q4 2023</li> <li>Guiding £7.50 £7.75 psf</li> </ul>
Doncaster 415, 1 Balby Bank, Doncaster DN5 5JS	415,000	J3 M18	NFU	<ul style="list-style-type: none"> <li>On the market</li> <li>Amazon have vacated</li> <li>Available by way of sub-lease</li> <li>Guiding £6.50 psf</li> </ul>
Eclipse, Unity, Doncaster, DN8 5GS	405,000	J5 M18	Rula / Blackbrook	<ul style="list-style-type: none"> <li>New spec development</li> <li>On site – PC expected Q3 2023</li> <li>Guiding £7.50 - £7.75 psf</li> </ul>
iPort, Doncaster, DN11 0BQ	82,250 – 328,500	J3 M18	Verdion	<ul style="list-style-type: none"> <li>5 speculatively developed units</li> <li>Immediately available</li> <li>Quoting £7.75 - £8.25 per sq ft</li> </ul>
Doncaster 246, Watervole Road, Doncaster DN4 5JP	246,674	J3 M18	Aberdeen	<ul style="list-style-type: none"> <li>Second hand unit</li> <li>Vacated by Amazon</li> <li>To let by way of a sub-lease</li> <li>Guiding £6.50 psf</li> </ul>

Site	Size	Motorway Junction	Developer / Owner	Comments
Doncaster 191, Doncaster, DN8 5GS	191,000	J5 M18	Ergo	<ul style="list-style-type: none"> <li>On site with spec development</li> <li>PC end of 2023</li> <li>Quoting £7.750 - £7.75 per sq f</li> </ul>
Panattoni Park, Rotherham, S66 8RY	84,255	J1 M18	Panattoni	<ul style="list-style-type: none"> <li>Immediately available</li> <li>Quoting £8.25 per sq ft</li> </ul>
Focus 72, Braithwell Way, Hellaby, Rotherham S66 8HY	72,685	J1 M18	Vinter Estate	<ul style="list-style-type: none"> <li>New build unit</li> <li>PC Sept 2023</li> <li>Guiding £7.75 - £7.95 psf</li> </ul>

## Take Up

See below a schedule of take up across the South Yorkshire and North East Derbyshire region:-

Table 3: **Take up**

Scheme	Date	Grade	Size (sq ft)	Rent (psf)	Term	Tenant
Symmetry Park, Harworth South	Aug-2023	New Spec	133,000	£7.50	20 years	Butternut Box
Greenland Road, Sheffield	Aug 2023	S/hand refurb	110,000	£7.25	5 years	Paragon
Arrow 186, Barnsley	Aug-2023	New Spec	186,000	£7.75	10 years	Gem (One Beyond)
Unit 1 Catalyst, Sheffield	Jul-2023	New Spec	109,167	£8.20	15 year (10)	JLA
Bessemer Park, Sheffield	Mar-2023	New Spec	83,237	NDA	15 years	ITM
Nimbus 164, Doncaster	Feb-2023	Modern Secondhand	164,366	£6.50	10 years	Bowker Transport
Balby Carr Bank, Doncaster	Dec-2022	Secondhand	145,819	£6.15	10 years	Capita
Unit 3, Ergo Park	Nov 22	Grade A Spec	80,250	£7.15	10 years	UPS
Ergo Park, Sheffield	Nov 22	Grade A Spec	52,000	£7.10	10 years	Sainsburys
Panattoni Park, Rotherham 630, J1 M18, S66 8EY	Sept 2022	Grade A Spec	629,417	NDA Quoting £6.95	25 years	Alliance Automotive Group
Rotherham 630, Panattoni Park, Rotherham	Sep-22	Grade A Spec	629,417	£6.75	25 years	AAG
Horizon 29, Buttermilk Lane	Sep 22	Grade A	152,000	NDA	15 years	Wolseley
Mammoth 602, G Park, Doncsaster, DN3 3FQ	July 2022	New spec	601,761	NDA Quoting £6.75	15 years	Maersk
IPort Doncaster	June 22	New spec	116,036	£7.00	10 years	Euro Pool System

Scheme	Date	Grade	Size (sq ft)	Rent (psf)	Term	Tenant
Mammoth 602 G Park Doncaster	Aug 22	New Spec	601,761	£6.50	15 years	Maersk
iPort Doncaster	May 22	Spec	130,458	£7.00	10 years	Woodland Group
IP1a, iPort, Doncaster	May-22	Grade A Spec	116,036	£7.00	10 years	Euro Pool Systems
G Park Doncaster	Apr-22	New spec	278,852	£6.75	10 years	McGregor Logistics
Symmetry Park, Harworth South, S81 8HH	March 2022	New Spec	430,000	£6.30	TBC	Kingfisher

## Summary

Following COVID-19, the industrial and logistics sector saw an irreversible structural change in consumer behaviour, which was a catalyst in the rise of demand for industrial and logistics accommodation over the last 24 months.

Whilst we have seen the demand taper, following the mini budget September 2022 it is continuing to run ahead of pre-covid levels and we anticipate that this will continue to do so.

Barnsley West is ideally located adjacent to Junction 37 of the M1 Motorway and following new infrastructure will benefit from direct access.

At the present time, following a developer response to the increase in demand for the sector, there is a healthy supply across the South Yorkshire and North East Derbyshire region, totalling approximately 6,000,000 sq ft (all qualities over 50,000 sq ft) which equates to approximately 2 years supply against long term average take up.

Whilst this is the case beyond what is currently available, there is no new speculative development planned, therefore Barnsley West is well placed in respect of delivery timetable to fulfil future requirements.

Key to occupier requirements is deliverability. Where occupiers are able to consider build to suit or new developments, a key focus is understanding timescales for delivery. Specification has evolved over recent years with occupiers placing more emphasis on ESG, building height, yard depth and availability of utilities. Specification and ESG is equally as important to investors.

Below is a schedule of the available buildings and heights that they are constructed to:

### M1 South Yorkshire

Site	Size	Height
The Core, Shepcote Lane, Sheffield, S9 1TP	367,000	• 18m Clear Internal Height
Barnsley 340, Barnsley, S74 9LH	340,000	• 15m Eaves
Sheffield 336, Europa Way, Sheffield S9 1TQ	336,000	• 15m Eaves

Site	Size	Height
Bessemer Park, Shepcote Lane, Sheffield, S9 1DZ	94,175	<ul style="list-style-type: none"> <li>12.5m Haunch</li> </ul>
Arrow Point, Hoyland Common, Barnsley, S74 0FN	263,000	<ul style="list-style-type: none"> <li>15m Eaves</li> </ul>
Horizon 29, Chesterfield, S44 6HV	Unit 1 – 73,000 Unit 2 – 133,474 Unit 3 – 137,070	<ul style="list-style-type: none"> <li>Unit 1 – 10m Haunch</li> <li>Unit 2 – 12m Haunch</li> <li>Unit 3 – 12m Haunch</li> </ul>
Newhall 130, Newhall Road, Sheffield, S9 2QJ	130,000	<ul style="list-style-type: none"> <li>12.5m clear internal height</li> </ul>
Catalyst, Rotherham, S60 5BD	91,748	<ul style="list-style-type: none"> <li>15m Eaves</li> </ul>
Markham Vale, Chesterfield, S44 5HP	102,515	<ul style="list-style-type: none"> <li>12m Clear internal height</li> </ul>

## M18 South Yorkshire

Site	Size	Height
Panattoni DoncasterAero Centre, Doncaster, DN9 3RH	417,000	<ul style="list-style-type: none"> <li>15m clear internal height</li> </ul>
Doncaster 415, 1 Balby Bank, Doncaster DN5 5JS	415,000	<ul style="list-style-type: none"> <li>14m Eaves</li> </ul>
Eclipse, Unity, Doncaster, DN8 5GS	405,000	<ul style="list-style-type: none"> <li>18m Eaves</li> </ul>
iPort, Doncaster, DN11 0BQ	IP2f – 174,381 sq ft IP6 - 83,77 sq ft IP7 – 166,872 sq ft IP8 – 330,104 sq ft IP10 – 259,286 sq ft	<ul style="list-style-type: none"> <li>IP2f – 15m Eaves</li> <li>IP6 – 12.5m Eaves</li> <li>iP7 – 15m Eaves</li> <li>iP8 – 15m Eaves</li> <li>IP10 – 15m Eaves</li> </ul>
Doncaster 246, Watervole Road, Doncaster DN4 5JP	246,674	<ul style="list-style-type: none"> <li>14m Haunch</li> </ul>
Doncaster 191, Doncaster, DN8 5GS	191,000	<ul style="list-style-type: none"> <li>15m Haunch</li> </ul>
Panattoni Park, Rotherham, S66 8RY	84,255	<ul style="list-style-type: none"> <li>12.5m Clear internal height</li> </ul>

Site	Size	Height
Focus 72, Braithwell Way, Hellaby, Rotherham S66 8HY	72,685	<ul style="list-style-type: none"> <li>10m eaves</li> </ul>

At Barnsley West, the current proposed heights are as follows:-

Unit Number	Size	Height
Unit 1	500,000	15m Haunch
Unit 2	174,000	12.5m Haunch
Unit 3	135,000	12.5m Hauch
Unit 4	100,000	12.5m Haunch
Unit 5	136,000	12.5m Haunch
Unit 6	35,000	10m Haunch
Unit 7	60,000	10m Haunch

The eaves heights proposed are the absolute minimum you would expect in the market, in fact we feel that the eaves height on unit 2 appears low against other supply currently available in the region and would advise that this is reconsidered.

The height will be a key consideration for occupiers depending on the nature of the user. For B8 warehousing occupiers, height will have a direct impact on capacity from a racking / pallet perspective. Occupiers seeking B8 racked space will favour building with higher eaves offering greater capacity.

For manufacturers height is also a consideration, influenced by machinery height requirements and storage of completed products.

Investors have similar criteria and are shadowing occupiers needs. Investors will take occupation agents advice and will not fund product that is of inferior specification in respect of eaves height, yard or ESG.

## Proviso

Any indication of value provided regarding indicative rents or achievable prices is provided for discussion purposes only. It is not, and is not intended to be, a valuation. We would be pleased to undertake the additional necessary research and provide a formal valuation, if required, on the basis of a separate instruction.

# Appendix 2: Option Layouts

---

**OPTION 1**

Schedule of Accommodation

Option 1		
Unit 1	500,000ft <sup>2</sup>	+5% Offices
Unit 2	174,000ft <sup>2</sup>	+5% Offices
Unit 3	135,000ft <sup>2</sup>	+5% Offices
Unit 4	100,000ft <sup>2</sup>	+5% Offices
Unit 5	136,000ft <sup>2</sup>	+5% Offices
Unit 6	35,000ft <sup>2</sup>	+5% Offices
Unit 7	60,000ft <sup>2</sup>	+5% Offices
Unit 8	4,500ft <sup>2</sup>	

<b>Total</b>	<b>1,144,500ft<sup>2</sup></b>	<b>Excluding Offices</b>
	<b>1,474,500ft<sup>2</sup></b>	<b>Including Offices</b>



**Proposed Development  
Barnsley West,  
Barnsley**

Client: Sterling Capitol Plc  
Date: 02/10/23  
Job/Dwg: 13731-SK13C-Proposed Sketch Plan  
Scale: 1:2500@A2

THE HARRIS PARTNERSHIP  
ARCHITECTS  
2, 5c Johns North,  
Wakfield, WF1 3QJ  
T: 01924 291 800  
F: 01924 290 072



[www.harrispartnership.com](http://www.harrispartnership.com)

**OPTION 2**

Schedule of Accommodation

**Option 2**

Unit 1A	130,000ft <sup>2</sup>	+5% Offices
Unit 1B	120,000ft <sup>2</sup>	+5% Offices
Unit 1C	150,000ft <sup>2</sup>	+5% Offices
Unit 2	174,000ft <sup>2</sup>	+5% Offices
Unit 3	135,000ft <sup>2</sup>	+5% Offices
Unit 4	100,000ft <sup>2</sup>	+5% Offices
Unit 5	136,000ft <sup>2</sup>	+5% Offices
Unit 6	45,000ft <sup>2</sup>	+5% Offices
Unit 7	50,000ft <sup>2</sup>	+5% Offices
Unit 8	4,500ft <sup>2</sup>	

<b>Total</b>	<b>1,044,500ft<sup>2</sup></b>	<b>Excluding Offices</b>
	<b>1,092,000ft<sup>2</sup></b>	<b>Including Offices</b>



**Proposed Development  
Barnsley West,  
Barnsley**

Client: Sterling Capitol Plc  
Date: 02/10/23  
Job/Dwg: 13731-SK13A-Proposed Sketch Plan  
Scale: 1:2500@A2

THE HARRIS PARTNERSHIP  
ARCHITECTS  
2, 5c Johns North,  
Wakfield, WF1 3QJ  
T: 01924 291 800  
F: 01924 290 072  
www.harrispartnership.com



**OPTION 3**

Schedule of Accommodation

Option 3

Unit 1A	130,000ft <sup>2</sup>	+5% Offices
Unit 1B	120,000ft <sup>2</sup>	+5% Offices
Unit 1C	150,000ft <sup>2</sup>	+5% Offices
Unit 2	174,000ft <sup>2</sup>	+5% Offices
Unit 3	135,000ft <sup>2</sup>	+5% Offices
Unit 4A	45,000ft <sup>2</sup>	+5% Offices
Unit 4B	65,000ft <sup>2</sup>	+5% Offices
Unit 5A	40,000ft <sup>2</sup>	+5% Offices
Unit 5B	40,000ft <sup>2</sup>	+5% Offices
Unit 5C	35,000ft <sup>2</sup>	+5% Offices
Unit 6A	20,000ft <sup>2</sup>	+5% Offices
Unit 6B	15,000ft <sup>2</sup>	+5% Offices
Unit 6C	15,000ft <sup>2</sup>	+5% Offices
Unit 6D	20,000ft <sup>2</sup>	+5% Offices
Unit 6E	15,000ft <sup>2</sup>	+5% Offices
Unit 7	4,500ft <sup>2</sup>	+5% Offices

<b>Total</b>	<b>1,023,500ft<sup>2</sup></b>	<b>Excluding Offices</b>
	<b>1,070,200ft<sup>2</sup></b>	<b>Including Offices</b>



**Proposed Development  
Barnsley West,  
Barnsley**

Client: Sterling Capitol Plc  
Date: 02/10/23  
Job/Dwg: 13731-SK13B-Proposed Sketch Plan  
Scale: 1:2500@A2

THE HARRIS PARTNERSHIP  
ARCHITECTS  
2, 5c Johns North,  
Wakfield, WF1 3QJ  
T: 01924 291 800  
F: 01924 290 072  
www.harrispartnership.com



**OPTION 4**

**Schedule of Accommodation**

Option 4		
Unit 1A	290,000ft <sup>2</sup>	+5% Offices
Unit 1B	150,000ft <sup>2</sup>	+5% Offices
Unit 2	174,000ft <sup>2</sup>	+5% Offices
Unit 3	135,000ft <sup>2</sup>	+5% Offices
Unit 4	100,000ft <sup>2</sup>	+5% Offices
Unit 5	136,000ft <sup>2</sup>	+5% Offices
Unit 6	45,000ft <sup>2</sup>	+5% Offices
Unit 7	50,000ft <sup>2</sup>	+5% Offices
Unit 8	4,500ft <sup>2</sup>	+5% Offices
<b>Total</b>	<b>1,084,500ft<sup>2</sup></b>	
	<b>Excluding Offices</b>	
	<b>1,134,000ft<sup>2</sup></b>	
	<b>Including Offices</b>	



**Proposed Development  
Barnsley West,  
Barnsley**

Client: Sterling Capitol Plc  
Date: 02/10/23  
Job/Dwg: 13731-SK13-Proposed Sketch Plan  
Scale: 1:2500@A2

THE HARRIS PARTNERSHIP  
ARCHITECTS  
2, 5c Johns North,  
Wakfield, WF1 3QJ  
T: 01924 291 800  
F: 01924 290 072  
www.harrispartnership.com



# Appendix 3: Daylight / Sunlight Assessment

---

# Shadow Diagrams



March 21st - 9am



March 21st - 12 noon



March 21st - 3pm

## March 21st - Spring

The shadow assessment has been prepared using methodology and guidance from the BRE Publication 'Site Layout Planning For Daylight and Sunlight' second edition by Paul Littlefair.

## Proposed Development Barnsley West, Barnsley

Client: Sterling Capitol Pic  
Date: 06/10/23  
Job/Dwg: 17731 Sun Path

THE HARRIS PARTNERSHIP  
ARCHITECTS  
2 St Johns North  
Wakefield, WF1 3QA  
T: 01924 291 800  
www.harrispartnership.com



# Shadow Diagrams



June 21st - 9am



June 21st - 12 noon



June 21st - 3pm

### June 21st - Summer

The shadow assessment has been prepared using methodology and guidance from the BRE Publication 'Site Layout Planning For Daylight and Sunlight' second edition by Paul Littlefair.

### Proposed Development Barnsley West, Barnsley

Client: Sterling Capitol Pic  
Date: 06/10/23  
Job/Dwg: 17731 Sun Path

THE HARRIS PARTNERSHIP  
ARCHITECTS  
2 St Johns North  
Wakefield, WF1 3QA  
T: 01924 291 800  
www.harrispartnership.com



# Shadow Diagrams



September 21st - 9am



September 21st - 12 noon



September 21st - 3pm

### September 21st - Autumn

The shadow assessment has been prepared using methodology and guidance from the BRE Publication 'Site Layout Planning For Daylight and Sunlight' second edition by Paul Littlefair.

### Proposed Development Barnsley West, Barnsley

Client: Sterling Capitol Plc  
Date: 06/10/23  
Job/DWG: 17731 Sun Path

THE HARRIS PARTNERSHIP  
ARCHITECTS  
2 St Johns North  
Wakefield, WF1 3QA  
T: 01924 291 800  
www.harrispartnership.com



# Appendix 4: Precedence Images

---

# ACTIVE OFFICE ELEVATIONS - BOLD USE OF COLOUR - DOUBLE HEIGHT GLAZED ENTRANCES



PLANNING APPROVED



PLANNING APPROVED



PLANNING APPROVED



PLANNING APPROVED



PLANNING APPROVED



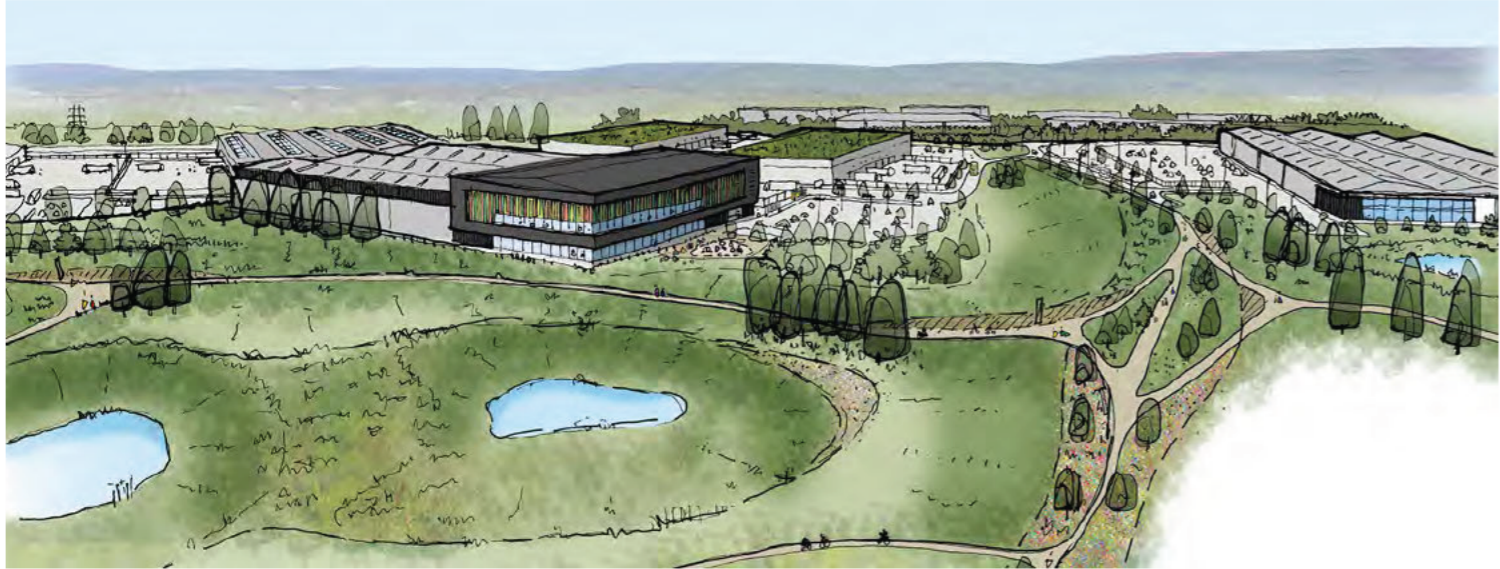
## ELEVATIONAL TREATMENT

Barnsley West, Barnsley

Client: Sterling Capitol Plc  
Date: 11/10/23  
13731 - Elevational Treatment Precedence Imagery



# LANDSCAPED FRONTAGES - TREE BELTS - LANDSCAPED BOULEVARDS - ECOLOGY CORRIDORS



# LANDSCAPING PRECEDENCE

Barnsley West, Barnsley

Client: Sterling Capitol Plc  
Date: 11/10/23  
13731 - Landscaping Precedence Imagery



# Appendix 5: On-Site Country Park Guide, Oakhill

---

# Welcome to Oakhill



SIEMENS

Goole  
Town Deal



EAST RIDING  
OF YORKSHIRE COUNCIL



A hidden gem at Goole, with secluded lakes and gentle walks. Oakhill is a 150-acre nature reserve with ponds, meadows, wetlands and woodlands, stretching out beyond Goole. It is home to stunning dragonflies, beautiful butterflies and fascinating amphibians and reptiles. The reserve has a rich bird life and a wonderful variety of flowers and fungi. This is a special place for nature lovers to enjoy; linger a while and explore.

## Explore the Reserve

### History of Oakhill

This peaceful nature reserve was once a busy place filled with an extensive network of railway sidings, shunting yards, locomotive sheds and brickworks, all interspersed with farmland. The Brick Ponds were excavated at the end of the 19th century providing clay for brick manufacturing by the Lancashire and Yorkshire Railway Company.

The locomotive sheds held over 40 steam engines. They became redundant in 1973 and were demolished soon after, although evidence is still visible. Railway usage declined and military fields are no longer farmed, now superb reedbeds, wetland and grassland.

### Wildlife Watching

Oakhill is home to so much wildlife! The park is one of Yorkshire's best sites for butterflies and damselfly as well as over 25 butterfly species and 40 different species of odonata (commonly known as damselflies with a long tail).

We frequently see many birds including Kingfishers, Woodpeckers, Skylerks and Robins. Occasional you can see birds of prey such as sparrowhawks, buzzards and kestrels. There are also owls and bats in the evening too. There are also helophyte insects, newts and water voles scattered around. In the ponds you can find fish, muscels and even a grass snake has been spotted in Oakhill pond.

There are many brambles with red oak trees, apple trees, orchids, forget me nots, poppies, holly and pondweeds. Weirdly there is a mystery here in Oakhill. We have some fungi that has been identified as coming from Australia, yet no one knows how it came to thrive on the outskirts of Goole!

To find out more about the species that live in Oakhill visit the Friends of Oakhill Website: [www.oakhillnature.org](http://www.oakhillnature.org)



## Sculpture Trail

### 1 Oak Totem

Created by artist Natasha Housego, this stunning piece is made from a single piece of sustainable Green Oak weighing over 15 tons and took 4 months to carve.

Natasha said, 'my inspiration came from the industrial setting in the car park and the contrast of nature so close to industry. Having the Oak Totem in the location stands as a beacon for what lies beyond in Oakhill. All of the natural elements carved into the totem are inspired by the nature found in Oakhill: the pink water lily sits on top with large petals almost like the turbines surrounding Goole. In fact she said the lily is carved out of the roots of the tree to get the width of the timber right. Then butterflies, dragonflies and all sorts of insects crawling around the stem. I wanted the stem to have lots of texture to inspire people to go and touch it and interact with it.'

### 2 Salt and Pepper Pots

These salt and pepper pot creations were made by artist Ben Greenwood. They are made from steel and the damselflies are a steel skeleton covered in clay, ceramic tiles and their wings coated in resin. Ben said, 'originally I thought about stained glass. I wanted the wings to interact with light and give the impression they could fly.'

He said on my way around Oakhill I was particularly inspired by nature reclaiming this once industrial site. The thought of colourful natural elements on top of brown steel industrial structures really captured my imagination. The aim with this piece was to create a gateway into Oakhill and I was inspired by the water towers, the salt and pepper pots, because they are like a gateway into the town so unlike to Goole and they can be seen in the distant skyline from this spot. I chose Ceramic tiles because Oakhill is one of Yorkshire's premier sites for the Odonata species which should be celebrated.

### 3 Tommy Pudding

This piece is also by artist Ben Greenwood, a giant newt called Tommy Pudding. This character represents the newts found in Oakhill including the UK largest protected species the Great Crested Newt, which Siemens and a team of ecologists have worked hard to protect during all the building works.

Ben said he was inspired by the Tommy Pudding tub boats that transported coal across the Aire and Calder Canal after all Oakhill is seen on Tom Pudding Way. The sculpture's body is done in sections to reflect the tub boat compartments and its back is covered in black ceramic tiles with subtle reflections to look like lumps of coal piled up.



## Visitor Information

The reserve is open every day of the year. Please take all litter home with you. Public toilets are on Edcourt Street. Goole DN15 5AS one and a half miles away in the town centre.

## Accessibility

There is a surfaced track from the car park to the main pond. This is suitable for most wheelchairs, pushchairs and mobility scooter users. The track crosses an infrequently used railway line via a pedestrian gate and concrete crossing point. Please take care when crossing.

Paths through the meadow and woods are firm but un surfaced. There are 3 flights of steps in the woods (max. flight of 16 steps). Seats or benches are provided along the entrance track and throughout the country park. Cycling through Oakhill please keep to the paths and be mindful of other visitors.

## Dogs

Dogs are welcome on the reserve. Keep them under close control and out of them on a lead if asked by staff. Please do not let them disturb wildlife or other visitors. Clean up after your dog you may be fined if you do not.

## Have a Safe Visit

The Country Park is a great place for a day out or just a quick walk. However, it is so a nature reserve so very important that wildlife is not disturbed by your activities. Please do not let your visit cause damage to the environment and take a litter home with you.

- ✓ Take care walking on the reserve, particularly on the steep steps
- ✓ Keep to the paths to prevent any trampling of wildlife
- ✓ Take all litter home with you
- ✗ No swimming, keep out of ponds and wet areas
- ✗ No camping
- ✗ No fire lighting
- ✗ No fishing

## Reserve Management

Oakhill and the Brick Ponds are managed by the Countryside Access Team and Friends of Oakhill. Our goal is to balance recreational activities with conserving wildlife. The ponds and scrapes were restored a few years ago and form part of one of the best dragonfly sites in Yorkshire with over 20 species recorded. The ponds, along with numerous ditches are also valuable for kingfishers, water voles and great crested newts.

Wetland areas are braided and young willow catkins are removed so the ground stays damp. There are still plenty of mature willow trees for rats to live in that excavate the old trunks to build their nests.

In the birch wood some trees are sensitively removed to make way for more species. New grasses, sea flowers and butterflies thriving. The distinctive silver birch trunks show out through the wood and new trees have space to grow.

To find out more please contact East Riding of Yorkshire Council Countryside Access Team:

Tel: 01482 303939  
Web: [www.eastriding.gov.uk/countrysideaccess](http://www.eastriding.gov.uk/countrysideaccess)  
Email: [countryside.access@eastriding.gov.uk](mailto:countryside.access@eastriding.gov.uk)

## Friends of Oakhill

Become a Friend of Oakhill and support the protection and conservation of the Country Park.  
Web: [www.oakhillnature.org](http://www.oakhillnature.org)

Humberdale Police:  
Call 101

# Appendix 6: Masterplan Compliance Statement

---

Strata Sterling (Barnsley West) Ltd

# **Hybrid application for employment development**

Land to the South East of  
Higham Common Road,  
Barnsley

Masterplan Compliance  
Statement

Barnsley West Strategic Development

# Revision Record

Revision Reference	Date of Revision	Nature of Revision	Revision Author	Checked By
A	October 2023	-	KG	HR

# 01 Introduction

---

- 1.1 This Masterplan Compliance Statement is submitted in support of Hybrid planning application reference 2021/1089 relating to development for employment uses at Barnsley West (Allocation MU1).
- 1.2 The Planning Application is a Hybrid Planning Application, with approval for some matters sought in detail, and some matters sought in outline or reserved for consideration, at a later date, and the amended description of development is as follows:

**Matters of Detail**

The detailed application comprises earthworks to form development platforms, drainage features including dry detention basins, embankments and bunds; strategic landscaping and ecological areas and access.

**Matters of Outline**

The outline application comprises the construction of employment floorspace (Use Classes E, B2 and B8 with ancillary office) and associated servicing and infrastructure including car parking, vehicle, pedestrian and cycle circulation, plot landscaping, noise mitigation, drainage features and all associated infrastructure.

- 1.3 This Masterplan Compliance Statement and seeks to demonstrate the compliance of the Proposed Development with the Barnsley West Masterplan Framework.
- 1.4 The Application Site forms part of Allocation MU1 within the adopted Local Plan. The policy text for Allocation MU1 states that:

*“The development will be subject to the production and approval of a Masterplan Framework covering the entire site which seeks to ensure that the employment land is developed within the plan period, that community facilities come forward before completion of the housing and that development is brought forward in a comprehensive manner.”*

- 1.5** The Barnsley West Masterplan Framework (MU1) (hereafter referred to as “the Masterplan Framework”) was subsequently prepared as a collaborative effort between Barnsley Council, Sterling Capitol PLC, and Strata Homes, before undergoing a six week public consultation exercise, and being adopted at Full Council on 19th December 2019. While the Masterplan Framework is a material consideration in the determination of future planning applications on the MU1 allocation site area, it does not carry the full weight of the adopted statutory development plan documents such as the adopted Local Plan.
- 1.6** The Masterplan Framework is a combined document for the mixed used development on Allocation MU1, including both employment and residential development. The document includes a Vision, the Masterplan Framework, Infrastructure and Delivery, and a Design Code. The Masterplan Framework states at Section 1.5 that “the most suitable way of demonstrating compliance [with the Framework] will be the Detailed Planning Stage”.
- 1.7** The Barnsley West Masterplan Framework is intended to be used as a guidance document containing principles that will shape the cohesive delivery of the wider site, while ensuring sufficient flexibility is contained within the Framework to allow the principles to be interpreted by future developers and adapted according to changing market trends, future occupier demands, and economic context.
- 1.8** To this end, the Proposed Development has been prepared in accordance with the design principles throughout its various design iterations, with various revisions to details within the scheme in response to constraints on the Site, discussions with the Council including Case Officers and Members, feedback from statutory and public consultees, and following the Design Panel Review held on 10<sup>th</sup> October 2022.
- 1.9** As this application is a Hybrid application with approval sought either in full or in outline for various elements, the Masterplan Compliance Statement seeks to set out how the detailed elements of the Proposed Development comply with the Masterplan Framework, and how the parameters of the outline elements have been prepared to allow compliance of future Reserved Matters applications.

# 02 Masterplan Compliance

---

## SECTION 1: INTRODUCTION

---

### 1.5 Compliance with the Design Code

The most suitable way of demonstrating compliance will be the Detailed Planning Stage. All planning applications will be the subject of a Design Review Panel as part of the process to demonstrate compliance.

Furthermore, all applications should include a Design Code Compliance Statement as an appendix in any design and access statement.

### How the Proposed Development complies:

The Proposed Development has previously undergone consideration by the Design Review Panel on 10<sup>th</sup> October 2022, and the Applicant is working with the Case Officer to bring the amended scheme to a further Design Review Panel for consideration in due course.

The Design Code Compliance Statement has been prepared.

## SECTION 4: THE VISION FOR BARNSELEY WEST

### Section

### How the Proposed Development complies:

#### Section 4: The Vision for Barnsley West

##### Masterplan Framework Considerations:

The Existing Land Use Framework plan illustrates how Barnsley West can tie into the surrounding area, locating similar or complimentary uses alongside existing uses and strengthen each provision within the area.

The proposed commercial uses are located to the south of the Site, utilising the motorway frontage and adjacent to the existing commercial development at Capitol Park.



#### 4.2 Sustainability and Energy Usage

Future applicants should also note that the council's local validation checklist requires the submission of an Energy Statement for residential schemes over 10 plus dwellings and non-residential schemes of 1,000m<sup>2</sup> plus. The Energy Statement should clearly set out measures that will be included to deliver a carbon zero development. If zero carbon cannot be achieved, developers should demonstrate why this has not been possible and explain what steps have been taken in the provision of infrastructure and the design of

A joint Energy Statement has been prepared and submitted in relation to both the Employment and Residential development at Barnsley West. It should be noted that the Employment application does not at this stage seek detailed planning approval for built form, so a detailed Energy Statement will accompany future Reserved Matters applications.

## SECTION 4: THE VISION FOR BARNSELY WEST

Section	How the Proposed Development complies:
---------	--

individual properties to achieve zero carbon through retro fit at a future point.

### 4.3 Transport and Movement

Masterplan Framework Considerations:

- Active travel and public transport are to be the preferred mode of travel for accessing Barnsley West and the surrounding area
- Seek to retain and enhance existing public right of ways and consider opportunities for further footpaths, new bridleways and cycleways between the site and wider area to improve connectivity and promote health and wellbeing.
- In advance of submission of any planning application, a funded programme of bus service provision (including work bus provision for construction workers) and progressive enhancement (related to the phases of development) will be confirmed by the developer in consultation and as agreed with the Barnsley Bus Partnership stakeholders.

The Public Right of Way network is retained and enhanced in a cohesive strategy across the Employment and Residential applications, considering opportunities for residents to access employment opportunities via active travel and sustainable travel modes.

A Framework Workplace Travel Plan has been prepared which sets out a series of actions to monitor and promote sustainable and active travel modes for future employees and occupiers, and occupiers of the future development which will come forward through Reserved Matters will be required to submit detailed Travel Plans that comply with this Framework.

Masterplan Framework Considerations:

- Opportunity to re-route heavy goods vehicles away from Higham Common Lane, through the early delivery of a new link road.
- There is an opportunity to provide high-quality frequent and direct bus service connections to Barnsley town centre, and other main urban areas. Developers are expected to consider the potential to extend and/or divert bus services through the site.

The Link Road is being delivered separately to this Application as part of Sheffield City Region Infrastructure Fund (SCRIF) funding as part of a wider scheme to deliver essential strategic infrastructure and support economic growth, and is outside the red line boundary.

Bus services are anticipated to be considered during the Reserved Matters applications in due course.

### 4.4 Ground Conditions

Masterplan Framework Considerations:

- This challenging topography has been modelled in detail to ensure cut and fill balance can be achieved so that material does not have to be transported off site.

Earthworks form part of the detailed design of this application for which full planning permission is sought.

A Landscape and Visual Impact Assessment has been prepared as part of the Landscape technical paper within the Environmental

## SECTION 4: THE VISION FOR BARNSELEY WEST

### Section

### How the Proposed Development complies:

- The layout currently provides optimum development platforms to achieve the yields in the Local Plan whilst incorporating the highwalls into the areas of public open space.
- Further work will be required at the planning application stage, informed by a detailed landscape and visual impact assessment, to determine whether this configuration sufficiently complements the surrounding landscape and minimises the impact on neighbouring areas. In the event that this further detailed work results in the site configuration within this Masterplan Framework been deemed unacceptable, further earthworks modelling will be required to inform alternative options.

Statement which accompanies this application to consider the impact of the Proposed Development and any required mitigation.

#### 4.5 Heritage

Masterplan Framework Considerations:

- Respond sensitively to boundaries with existing heritage assets
- Ensure that these heritage assets are accounted for when undertaking the landscape and visual impact assessment.

An Archaeology and Cultural Heritage technical paper has been prepared as part of the Environmental Statement which accompanies this application to consider the impact of the Proposed Development and any required mitigation.

#### 4.6 Archaeology

Masterplan Framework Considerations:

- Potential for designated heritage assets of archaeological interest within the site is low due to former opencast activity.
- Further refinement of areas impacted by opencast mining required to determine areas of site that require further investigation.
- Geophysical survey and trial trenching to be undertaken to those identified areas in order to assess the potential for archaeological remains to be present within the site.

An Archaeology and Cultural Heritage technical paper has been prepared as part of the Environmental Statement which accompanies this application to consider the impact of the Proposed Development and any required mitigation.

The Proposed Development is also accompanied by geotechnical survey work as part of the Environmental Statement and Planning Application.

## SECTION 4: THE VISION FOR BARNSELEY WEST

### Section

### How the Proposed Development complies:

#### 4.7 Flood Risk and Drainage

Masterplan Framework Considerations:

- Create an integrated blue and green infrastructure within the site
- Ensure the risk of flooding beyond the site boundaries is prevented through a positive drainage strategy.

A comprehensive strategic landscaping masterplan has been prepared across the Employment and Residential schemes which incorporates drainage infrastructure including dry detention basins, and is informed by flood risk and drainage assessments also submitted as part of the application.

A Flood Risk and Drainage technical chapter has also been prepared as part of the Environmental Statement which accompanies this application to consider the impact of the Proposed Development and any required mitigation.

#### 4.8 Landscape

Masterplan Framework Considerations:

- Trees on the site represent a constraint that must be taken into account when designing future development. All the trees and groups of high and moderate quality must be retained as part of the development unless it is clearly demonstrated and evidenced that this is not possible. Trees of low quality are also a constraint and must be fully considered as part of any proposal and retained where possible. Retained trees must be provided with sufficient space to protect their roots, as defined by the root protection area and the full extent of their crown spreads during any works, as well as sufficient space for future growth and development without causing a conflict with any new features or structures on the sites.

An Arboricultural Impact Assessment accompanies the application, and has informed the detailed landscape design which seeks to retain trees as appropriate. An appropriate buffer has also been incorporated around the Ancient Woodland area of retained trees.

#### 4.9 Green Space and Recreation

Local Plan site policy MU1 requires that the development provides appropriate and accessible public open space to meet local need. In addition, the site policy for MU1 requires that the development will be expected to protect the routes of

An Employment Landscape Design Statement has been prepared to accompany the application, which sets out the design principles underpinning the provision of open space and accessible routes within the application area.

## SECTION 4: THE VISION FOR BARNSELY WEST

### Section

### How the Proposed Development complies:

the public rights of way (PROW) that cross the site, and make provision for these as part of any proposals

The Employment application is accompanied by a Public Right of Way strategy, and existing PROWs will be retained and incorporated into the landscaping design. The landscape strategy also incorporates areas of public open space as appropriate within this Employment development, including to the north-west of the Site in order to relate to the wider public open spaces associated with the neighbouring Residential development.

#### 4.10 Noise

Masterplan Framework Considerations:

A noise mitigation strategy will be required to protect existing and proposed residential properties from the proposed development using relevant criteria and guidance including BS8233 / ProPG. These include appropriate configurations of glazing and ventilation and acoustic screening at existing and proposed garden perimeters, where necessary. Suitable mitigations will be agreed with the Local Planning Authority once noise impacts have been identified.

A Noise technical chapter has also been prepared as part of the Environmental Statement which accompanies this application to consider the impact of the Proposed Development and any required mitigation.

Noise matters relating to built form on the Site will be considered during the future Reserved Matters applications. The proposed Development Parameters have been prepared in order to ensure an appropriate buffer is achievable between future employment units and new and existing residential development.

At the planning application stage, it will be essential to understand the noise implications for both construction and operational phases and any subsequent required mitigations. It is suggested the developers use the following in order to assess the impacts; BS4142; 2014 Methods for rating and assessing industrial and commercial sound, BS8233;2014 Guidance on sound insulation and noise reduction for buildings, Design Manual for Roads and Bridges and Calculation of Road Traffic Noise, BS5228;2009 Code of Practice for Control of Noise on Building and Open sites. Developers are required to follow the requirements of BS5228-1:2009 which details best practice for the control of noise and vibration from construction and open sites. A Construction Management Plan will be required in order to set out potential noise impacts during construction and operational phases and required mitigations.

An Outline Construction Environmental Management Plan has been prepared which sets the framework for future Construction Environmental Management Plans to comply with, in order to address potential noise impacts of construction works.

## SECTION 4: THE VISION FOR BARNSELY WEST

### Section

### How the Proposed Development complies:

Developers are encouraged to explore the opportunity to use a Customised Code of Considerate Conduct in order to provide a positive commitment to existing residents and a pro-active approach to ongoing community liaison.

#### 4.11 Air Quality

##### Masterplan Framework Considerations:

At the planning application stage, it will be essential to understand the air quality implications for both construction and operational phases and any subsequent required mitigations. This is particularly so, given the expected traffic generation from the site and the trip diversion anticipated prior to, and following completion of the link road. Phasing and any interim mitigation measures will require more detailed consideration taking into account short term emissions but also the anticipated transition to lower emission and electric vehicles.

A Transport Assessment has been prepared which models expected trip generation, and an Air Quality technical chapter has been prepared as part of the Environmental Statement which accompanies this application to consider the impact of the Proposed Development and any required mitigation.

#### 4.12 Ecology

##### Masterplan Framework Considerations:

- Planning applications should be supported by preliminary ecology appraisals and where identified accompanied by detailed surveys.
- Ecological management plans will be required to demonstrate long term management and maintenance of existing, enhanced and proposed ecological features and habitats.

An Ecology technical chapter and ecological assessments have been prepared as part of the Environmental Statement which accompanies this application to consider the impact of the Proposed Development and any required mitigation.

A Biodiversity and Enhancement Management Plan has been prepared and accompanies the application.

#### 4.13 Utilities

##### Masterplan Framework Considerations:

Developers will need to undertake further dialogue with services and utilities providers for development within the planning application stage to ensure that appropriate connections can be achieved.

A Utilities Strategy Statement has been prepared and accompanies this application

**DESIGN CODE**

**SECTION 9: HEALTH AND WELLBEING**

Section	How the Proposed Development complies:
---------	--

**9.2 Health and Wellbeing Framework**

As a minimum, the Health and Wellbeing Framework must comply with the following principles:

1. Landscape-led layout that promotes a strong connection with the surrounding landscape
2. Engaging with the local and wider community
3. Places to meet, socialise and play
4. Promote walking, cycling and public transport use
5. Safety and natural surveillance
6. Responsive to microclimate and environmental context
7. Identity and sense of place

1. The landscape led theme set out in the framework has been developed into a deliverable solution through a detailed landscape masterplan.
2. The landscape masterplan ensures public rights of way and open spaces are part of a holistic, cohesive strategy with the neighbouring Residential application site and wider community areas.
3. Areas of open space appropriate to an employment development are provided as part of the masterplan for leisure and recreation by employees and the wider community and to integrate with the wider open space strategy.
4. A network is provided that promotes walking and cycling safely throughout the proposal and links with the wider public transport network.
5. While no built form is proposed at this stage, the landscape strategy has been prepared with safety and surveillance in mind, with sensitive planting and landscaping that will not create hidden spaces for antisocial behaviour.
6. While no built form is proposed at this stage, the landscaping scheme has been prepared in response to the existing and forecast future microclimate and environmental context, including the provision of dry detention basins and appropriate choice of species.
7. Identity and sense of place has been achieved by following and aligning to the design code.

**DESIGN CODE**

**SECTION 9: HEALTH AND WELLBEING**

Section	How the Proposed Development complies:
<b>9.4 Sustainability and Future Adaptation</b>	
<p>Consideration must be given to the following:</p> <ul style="list-style-type: none"> <li>• Future adaptation and integration of new sustainable technologies</li> <li>• Aspect / orientation of dwellings</li> <li>• Materials (both building and landscape)</li> <li>• The Council's zero carbon strategy</li> </ul>	<p>While no built form is proposed at this stage, the landscaping scheme has been prepared in response to the existing and forecast future microclimate and environmental context, including the provision of dry detention basins and appropriate choice of species.</p>

**DESIGN CODE**

**SECTION 10: LANDSCAPE FRAMEWORK**

Section	How the Proposed Development complies:
<b>10.1 Key Principles</b>	
<p>Gawber Forest:</p> <ul style="list-style-type: none"> <li>• Rich woodland matrix buffering the commercial development from the motorway and the residential development with pockets of seating areas and usable shared spaces for commercial users.</li> <li>• Good path network through the woodland linking the surrounding areas to one another.</li> </ul>	<p>An Employment Landscape Design Statement has been prepared to accompany the application, which sets out the design principles underpinning the landscape strategy.</p> <p>The development platform is surrounded by woodland planting incorporating a mix of deciduous and evergreen species, with scattered trees and open areas to create a "matrix" around the Site's boundary.</p>

## DESIGN CODE

### SECTION 10: LANDSCAPE FRAMEWORK

Section	How the Proposed Development complies:
---------	--

Useable shared space for recreation and leisure by employees and other users is incorporated with a community orchard and open space to the north-west boundary.

The existing PROWs are retained and enhanced to create attractive routes through the woodland, linking the employment area with open space and wider PROW network.

#### 10.2 Landscape Framework - Levels Strategy

- Proposal is for site to have a consistent average fall of 1:20 from East to West of the site
- Commercial area has flat plateaus due to the nature of how these areas will be funded to ensure the maximum flexibility is achieved for end users.
- Some areas where large level changes are required should be treated to visually minimise impact by introducing usable 1:3 planted slopes.
- Level access and inclusive design for all abilities to key areas should be established where possible. This should be in line with the Equalities Act 2010.

The landscape and earthworks strategies have been prepared in parallel to ensure that the required development plateaus can be accommodated with flexibility for end users, while also ensuring appropriate open spaces and accessible PROWs can be delivered.

Planted slopes minimise the visual impact of the Site.

Stepped access is required in the landscaping strategy in some areas and accessible slopes incorporated as far as possible to ensure accessibility for all users, particularly around the community orchard and open space.

#### 10.3 Pedestrian and Cyclist Connectivity

- Proposed development should ensure priority is given to cyclists and pedestrians, through:-priority crossing points, shared space streets, wide path network \*
- Shared Primary routes are to be a minimum of 3m wide
- Shared Secondary routes are to be a minimum of 2m wide\*
- Existing public rights of way should be diverted and enhanced by creating additional routes which link up to each other to provide a circular route Pedestrian, cyclist centric design

Existing PROWs and connection points are retained and enhanced as part of the landscape strategy to create walking routes for active travel and recreation around the Site, while also balancing the needs of safety and security within the Employment development for both occupiers and vulnerable site users. A range of path types are being provided within the Scheme and have been carefully considered to ensure suitability for intended purposes and users. This includes Active Travel Routes

## DESIGN CODE

### SECTION 10: LANDSCAPE FRAMEWORK

Section	How the Proposed Development complies:
<ul style="list-style-type: none"> <li>Existing connections into the site should be retained and enhanced by creating improved 'gateways' into the scheme</li> <li>Additional connections into the site are being proposed to create improved pedestrian permeability through the site*</li> </ul> <p>*to be confirmed with the council, including highways</p>	<p>(multi-user paths with maximum gradients of 1:21) and Recreational Routes (non-multi-user paths).</p> <p>An Employment Landscape Design Statement has been prepared to accompany the application, which sets out the design principles underpinning the routes through the Site.</p>

#### 10.4 Ecology and Biodiversity

<ul style="list-style-type: none"> <li>Management and maintenance should include provisions for long term habitat creation across the site.</li> <li>Species rich wildflower meadows with formalised access routes throughout, enabling ground nesting species to flourish. Signs should be incorporated across the scheme designating areas and their habitats, aiming to raise awareness of species.</li> <li>Retaining and enhancing the existing woodlands within the Masterplan Framework. Woodland management should be sensitive to the existing trees, species and habitats within them.</li> <li>Maintenance should be focussed on biodiversity, encouraging the creation of log-piles and bug hotels within the landscape, attracting new wildlife.</li> <li>Nesting and roosting opportunities for birds and bats should be encouraged within the landscape setting and woodlands.</li> </ul>	<p>A wide range of habitats will be created as part of the landscaping plan, including wildflower meadow planting, woodland, native shrub/scrub, and wet meadow planting. These will be supported by a Biodiversity and Ecological Management Plan.</p>
--	---

#### 10.8 Tree Framework

<p>Gawber Forest</p> <ul style="list-style-type: none"> <li>Mixed deciduous and evergreen woodland</li> <li>Species selection for their screening benefits</li> </ul>	<p>The proposed woodland planting incorporates mixed deciduous and evergreen species, with scattered trees, hedges and shrubs to create visual interest</p>
---	---

## DESIGN CODE

### SECTION 10: LANDSCAPE FRAMEWORK

Section	How the Proposed Development complies:
---------	--

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Form, scale and colour should be encouraged to create contrast, providing a distinct and interesting woodland mix.</li> </ul> |  |
|--|--|

#### 10.9 Planting Framework

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• Woodland plantings should provide a varied and interesting understory with a mixture of evergreen and deciduous species.</li> <li>• Embankments should be planted to XXXXXXXX [sic]</li> <li>• Grass clearings should also be included within these areas</li> </ul> | <p>The proposed woodland planting incorporates mixed deciduous and evergreen species, with scattered trees, hedges and shrubs to create visual interest, interspersed with amenity grass and clearings wet meadow clearings.</p> <p>Embankments are planted to reduce visual impact</p> |
|---|---|

#### 10.11 Material Palette

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Bark footway with timber edge</li> <li>• Decking walkway</li> <li>• Informal low key edged compacted earth routes</li> </ul> | <p>An Employment Landscape Design Statement has been prepared to accompany the application, which sets out the design principles underpinning the landscape strategy, including materials palette.</p> |
|---|--|

#### 10.11 Street Furniture Palette

General rules:

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• The palette and materials used throughout the development should create a distinct hierarchy of character areas whilst also working together to provide a harmonious and consistent palette.</li> <li>• Street furniture across the scheme should be developed to comply with relevant standards and</li> </ul> | <p>An Employment Landscape Design Statement has been prepared to accompany the application, which sets out the design principles underpinning the landscape strategy including hard landscaping elements.</p> |
|--|---|

Requirements.

- Street furniture should be used as a strategy for creating 'sense of place' and informal wayfinding.

## DESIGN CODE

### SECTION 10: LANDSCAPE FRAMEWORK

Section	How the Proposed Development complies:
---------	--

Woodlands:

- The woodlands furniture should be sympathetic to its setting, utilising natural materials.
- The furnishing palette should strongly encourage the re-use of on-site materials.
- Trees which are felled within the site should be re-purposed e.g. as seating and log stepping stones.
- Woodland seating, play elements and picnic areas should be located alongside well used routes creating 'pockets' of activity within the woodland.
- Existing woodlands should avoid lighting as to not disturb the native fauna, such as birds and bats. Lighting would have a negative impact on its setting.
- Proposed woodlands should be designed to include sensitive and low-key lighting solutions as not to detract from potential wildlife value.

#### 10.12 Wayfinding Palette

Wayfinding should be provided to give a consistency to development.

##### Signage Should

Signage for the Masterplan should be designed as a family, forming Primary, Secondary and Tertiary signage types which read as a group to form a key and distinctive furniture item for the development. Primary signage should in general, be larger format and include the following information.

##### Secondary Signage Should

Be formed of a simplistic and elegant signage type which is designed to be in keeping with the primary and tertiary signage types. Secondary signage should be more simplistic, showing users directional, distance and name information for various route options.

An Employment Landscape Design Statement has been prepared to accompany the application, which sets out the design principles underpinning the landscape strategy, including wayfinding strategy in accordance with the wider MU1 site.

## DESIGN CODE

### SECTION 10: LANDSCAPE FRAMEWORK

Section	How the Proposed Development complies:
---------	--

Tertiary Signage Should	
-------------------------	--

<p>Be legible and simplistic in its design and need only highlight the route which users are on. Signage should also show the various directions a user may travel on the specific route if at a junction of routes.</p>	
--	--

#### 11.7 Employment Zone A: example sample

Key Characteristics	
---------------------	--

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Larger units</li> <li>• Surrounded by dense woodland</li> <li>• Square Footage: Should equate to 43h of employment land combined with Employment Zone B</li> </ul> |  |
|---|--|

<p>The proposed parameters and development plateaus have been designed to accommodate large employment units.</p>
---

<p>The proposed landscaping plan incorporates woodland belts around the future development areas to provide visual screening</p>
--

#### 11.22 Boundaries

General Rules	
---------------	--

<p>The boundary types used throughout the development should create a distinct hierarchy of character areas whilst also working together to provide a harmonious and consistent palette and where possible link back to the street furniture palette.</p>	
---	--

<p>Native hedgerows have been incorporated into the boundaries of the development plateaus to create a divide between the employment areas and landscaping. The majority of the detailed landscape on this site does not require formal boundaries, with routes clearly marked and differentiated with planting and hedgerows.</p>
--

Woodlands	
-----------	--

<p>Generally these spaces will not require a boundary, however when they do they will be keeping with the character of the woodland</p>	
---	--

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Post and rail fence</li> <li>• Post and fence to prevent people crossing boundaries</li> <li>• Native hedgerow planting to existing boundaries</li> </ul> |  |
|--|--|

## 03 Conclusion

---

- 3.1** The Proposed Development, including parameters and detailed landscaping strategy, has been prepared in accordance with the principles contained within the adopted Barnsley West Masterplan Framework. The Framework seeks to set the principles within which future development can come forward, while recognising the need for flexibility to allow future development to adapt to changing contexts since the adoption. This is particularly the case for the proposed employment development, which over time has seen rapid change in the type of built form required by future occupiers and the viability of schemes.
- 3.2** The Masterplan Framework principles have formed the basis of the Proposed Development, and have then been interpreted and applied by the Applicant to meet the current economic climate and market demands, allowing this strategic site to meet Barnsley's employment land requirements. Ultimately, from the outset the Proposed Development has been landscape-driven and adhered to the over-arching guiding principles of the Masterplan Framework.

# Appendix 7: Benefits Plan

---