
Ref 2021/0479

Applicant: Graham Gregory Projects (Barnsley) Limited

Proposal: Erection of 3no industrial/warehouse units (Use classes B2 and B8 and E(g(ii) and Eg(iii))) totalling 11,585 sqm floorspace and associated works including provision of access, parking and landscaping

Site address: Land at Dearne Valley Parkway, Hoyland, Barnsley S74 0QA

3 representations were received from local residents when the application was first publicised back in June 2021. The application has been publicised on two occasions subsequently following amended plans being received with 1 objection being received to the re-consultation carried out in July last year and 4 in response to the further amended plans consultation exercise carried out in November last year.

Site Location and Description

The application site comprises an allocated employment site in the Local Plan (site ref ES14) in the Hoyland part of the Borough. It is located 500m to the northeast of the Junction 36 of the M1, next to the A6195 Dearne Valley Parkway and two of the roundabouts which form part of the road gyratory system which was constructed a number of years ago prior to the adoption of the 2019 Local Plan.

The gyratory road system links together the A6195 Dearne Valley Parkway with M1 J36, the A61, and the A6135. A more recent addition to this road system is Olympus Way which has been constructed in association with the developments that have taken place on the Hoyland West Masterplan area. This is the new Hoyland Common bypass road which also serves the new employment unit buildings that have been built since the adoption of the Local Plan including Evri and 2 other B use commercial units that have been constructed by Newlands Developments.

The application site is roughly rectangular in shape and total area is 4.07 ha hectares. The site is previously developed but the majority of the site now consists of open grassland with the exception of two belts of vegetation which are located in the eastern and southern parts of the site. The levels of the site are fairly consistent with the surrounding area and whilst it is not particularly undulating within the site itself there is a gradual slope upwards from the Dearne Valley Parkway side on the north of 10m at the southern boundary.

It is accessed directly off the south eastern most gyratory roundabout. The site is highly prominent taking into account of its location next to the Dearne Valley Parkway and its proximity to Junction 36 of the M1 which is one of the gateways into the Borough.

The immediate surroundings consist of a wide variety of development that has taken place within the last decade, and which is the process of taking shape following the planning permissions that have been granted both pre-dating and post-dating the local plan and following the adoption of the Hoyland North Masterplan which the site forms part of.

The site is located immediately next to the planning permission (ref 2019/1573) which has been granted to Harworth Estates on land that is located either side of the Dearne Valley Parkway to the east and north east of the site. That consisted of local plan allocation sites ES15 and ES17 and will provide up to 102,193sqm B and class E(g) (iii) use employment development taking place across nearly 39 hectares of land.

Positioned to the north west and south west of the site are existing commercial developments in the form of the first phase of Gateway 36 development comprising commercial and class E uses to the southwest, the gyratory and Starbucks on the same site allocation with new use class B2/B8 and E employment use and commercial development taking place within the centre of the The Oval also nearing completion. To the south east is existing commercial development with residential properties located beyond on the edges of Hoyland Common. Also in this direction is the land that was the subject of the recent Lidl application for a new foodstore at the entrance to Hoyland Common that is positioned next to Sheffield Road and Cross Keys Lane at the side of the Cross Keys Pub (ref 2022/0194). That particular application was withdrawn by the applicant before it was due to be considered at the Planning Regulatory Board meeting that was due to be held on 20th December last year.

The wider Hoyland area alongside the A6195 Dearne Valley Parkway consists of further commercial business parks located at Shortwood and Ashroyd Business Parks and Platts Common Industrial Estate that are located to the north east.

Although comprising regenerated colliery land, the site is bounded to the south and east by belts of trees many of which are regenerated. There are no local, national, or international level statutory designations on the site but there are three non-statutory designations in the area: Shortwood and Hay Green Local Wildlife Site; Barrow Colliery Site Local Wildlife Site. The site also lies within the Dearne Valley Green Heart Nature Improvement Area. The Listed Hoyland Lowe stand is to the 500m to the West, as is the Listed St Peters Church in Hoyland.

A public right of way crosses the site in the extreme southeast corner and along the southern boundary. The nearest residential properties are at Cross Keys Lane, Tinker Lane and Regent Court but are partly screened by the intervening commercial activity at Hoyland Dismantling and the belt of trees.

The Hoyland West (employment and residential) Masterplan area is also located nearby to the south of M1 junction 36.

Planning History

2019/0379 Proposed installation of foul and surface drainage connections and reinstatement of landscaping. (Part retrospective) (Amended Plans) granted 28/08/2019

2019/0974 Temporary installation of Klargesters cess tank (18,000 litres) and provision of associated access road, tanker turning area and gates - temporary approval for 3 years 17/10/2019.

Proposed Development

Full planning permission is sought for the construction of 3no industrial/warehouse units (use classes B2 General Industrial, B8 Storage and Distribution and E(g) (ii) (iii) employment uses which can be carried out in a residential area without detriment to its amenity). Together they would total some 11,585 square metres floorspace and associated works including provision of access, parking and landscaping with ancillary office space.

The application originally proposed units totalling some 13,494 square metres gross internal space, with ridge heights up to 14.6m high and very limited landscaping.

There were a number of fundamental concerns with the original proposals, in particular in relation to the lack of conformity with the Hoyland North Masterplan, excessive heights of

the buildings and the quantum of development. This led to the submission of amended plans and full re-consultation exercises were undertaken in May, July and November 2022 whilst officers sought improvements to the plans.

The proposals have therefore been amended significantly whilst the application has been progressed, with several iterations, as offices have sought to achieve a high-quality development which meets the requirements of the Hoyland North Masterplan.

The proposed details are now as follows:

unit 1 closest to the roundabout in the west of the site would have a ground measurement of 48m x 48m creating approximately 2374 sqm of floorspace with 7.5% offices. Height is 9.3m to eaves and 10.5m at its highest point. First floor offices are proposed to the southwest elevation, with a double height glazed entrance and three no. service doors on the south east elevation. Parking provision is 26 no parking spaces including 2 no disabled and 2 no. EV charging points together with a service yard to the south of the building.

Unit 2 is proposed have a ground measurement of 51m x 113m creating approximately 5216 sqm of floorspace with 7.5% ancillary first floor offices to the southeast of the unit and two storey height glazed entrance on the southwest elevation together with 3 no. service doors and 4 no loading bays. Height is proposed to be 11.35m to eaves and 12.58m to apex, which is a reduction of approximately 2m compared with the plans as originally submitted. Parking provision for 55 no spaces including 3 no disabled and 2 no charging points is proposed. A service yard is provided to the west of the building.

Unit 3 would measure 76m x 52m on the ground creating 3994 sqm of floorspace to the southeast of the site with 45 parking spaces. Height would be 11.4m to eaves and approximately 12.6m to apex. First floor offices (7.5%) and double height entrance is proposed to southwest elevation. Two service doors and three no loading bays to southeast elevation. Parking provision of 45 no spaces including 2 no disabled and 4 no charging points is proposed. A service yard lies to the rear.

The site has been designed around a new access road which extends from the existing spur off the Sheffield Road roundabout into the site. The layout orientates the service yards so that as far as possible, they are screened from the proposed access road and the Dearne Valley Dearne Valley Parkway by the buildings and substantial landscape screening.

All three units would comprise the same materials which are proposed to be of profiled metal cladding with composite panels with a mix of greys and greens.

Substantial landscaping is now proposed to the boundary along the Dearne Valley Parkway with further landscaping to the south west and south with boundary and trees to be planted within the site. An attenuation pond and landscaping are proposed in the southwest of the site. A biodiversity net loss of 5.95 habitat units has been calculated. The applicant has entered into negotiations to provide off site mitigation and compensation in lieu of being able to provide 10% biodiversity net gain on site.

The application has been screened under the EIA regulations 2017 as amended, and it has been determined that the proposal does not require an Environmental Statement.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The Local Plan was adopted in January 2019 and is also now accompanied by seven masterplan

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

The Local Plan review was approved at the full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027 or earlier if circumstances, require it.

The Local Plan

The site has a site-specific policy set out below and is the largest part of this allocation:

Site ES14 Rockingham 8.9 ha:

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

The development will be expected to:

- Provide appropriate access to employment site ES17 and housing site HS64.
- Consider the impact on residential amenity and include appropriate mitigation where necessary; and
- Consider the potential impact on the nearby Shortwood and Hay Green Local Wildlife Sites and include appropriate mitigation where necessary and;
- Retain the hedgerow along the north edge.

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

Policy E2 The Distribution of New Employment Sites

Policy E3 (Uses on Employment Land) on allocated employment sites the Council will allow the following uses: research and development (B1b) and light industry (B1c); general industry (B2); or storage or distribution (B8). The supporting text to the policy advises that the provision of well-located employment land is key to the Borough's future economic growth, and it is therefore essential that both new employment land and land currently in use or last used for employment purposes, is protected, and safeguarded from non-employment uses.

SD1 Presumption in favour of sustainable development – Planning applications that accord with other relevant policies will be approved without delay.

LG2 Location of Growth – Urban Barnsley and the Principal Towns including Hoyland are the highest priority locations for accommodating growth in accordance with the adopted settlement hierarchy.

GD1 General Development – Proposals for development shall be approved if there will be no adverse effect.

Other relevant policies include:-

- CC1 - Climate Change
- CC2 - Sustainable design and Construction
- C3 - Flood Risk
- D1 - Design
- E1 - Providing Strategic Employment Locations
- E2 - The distribution of New Employment Sites
- T3 - New Development and Sustainable Travel
- T4 - New development and Transport Safety
- T5 - Reducing the Impact of Road Travel
- D1 - High Quality Design and Place Making
- CC1 - Climate change
- CC2 - Sustainable Design and Construction
- CC3 - Flood Risk
- CC4 - SUDS
- GI - Green Infrastructure
- GS2 - Green ways and Public Rights of way
- Bio1 - Biodiversity and Geodiversity
- HE1 – The Historic Environment
- HE6 - Archaeology
- RE1 - Low Carbon and Renewable Energy
- CL1 - Contaminated and Unstable Land
- Poll1 - Pollution Control and Protection
- I1 - Infrastructure and Planning Obligations

Hoyland North Masterplan Framework

The Masterplan was adopted on 19 December 2019 and will create a mixed-use community comprising around 765 new homes and 37 hectares of employment land with associated infrastructure to the north of Hoyland's urban area set within a greenspace network that supports multi-functions and activities. A golden thread running through the Masterplan Framework process is health and well-being principles and sustainability initiatives with a green infrastructure state and sustainability initiatives. For the employment area ES14 it is expected that future plans include substantial landscape strips along internal highways, and green corridors.

Other detailed requirements of the masterplan include 10% biodiversity net gain, colour palette, scale, and massing to minimise harm to wider landscape, location of service yards, consideration of green roofs, pedestrian and cycle routes enhanced and retained where possible, new woodland areas within high wall zones and high value wetland swamp grass land area to be retained, management and maintenance, governance, and stewardship of green infrastructure. The further requirements of the masterplan are addressed within the assessment section of the report.

The site lies within the Commercial Parkway West character area of the Masterplan which states "a) Commercial Parkway West - This is an area defined at present by highway infrastructure. It is an area in need of development to soften the infrastructure character and to bring high-quality buildings and substantial landscape into play to establish a stronger sense of place. This area will be characterised by employment buildings and will be an important gateway into the Masterplan Framework area from junction 36 of the M1. It should deliver a high-quality environment that sets the design quality for the wider Masterplan Framework area".

Supplementary Planning Documents

Parking

Residential amenity and the siting of buildings

Biodiversity and Geodiversity

Sustainable Travel

Trees and hedgerows

Planning Obligations

NPPF 2021

The National Planning Policy Framework 2021 sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Where proposals are in accordance with the development plan, permission should be granted without delay.

Other relevant paragraphs include:-

Paragraph 111 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 174 states that planning policies and decisions should contribute to and enhance the natural and local environment by (inter-alia) preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability. The paragraph also states that decisions should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Paragraph 179(b) states that plans should promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

Consultations

Air Quality – No objections

Biodiversity Officer – No objections following the amendments made to the plans showing a greater degree of biodiversity provisions on site and subject to off site enhancements to arrive at a position of 10% net gain.

Conservation – no objections

Coal Authority – no objection

Design – No objections to final iterations

Enterprising Barnsley – Support the proposal that will help to secure investment, and lead to inward investment and a potential increase in employment opportunities in the borough

Forestry Officer – No objections following the receipt of the amended plans. The plans as originally submitted proposed landscaping and replacement tree planting which were unacceptably low. However, as a result of the reduction in the quantum of development now proposed on the site, the amount of native tree planting and structural landscaping on the

boundaries including shrubs and hedgerows has drastically increased to provide a landscaped setting which is now considered acceptable.

Highways DC – No objections to final iteration subject to conditions

Highway Drainage – No objection subject to conditions

National Highways – No objections

Natural England – no objections

Pollution Control – No objection subject to conditions

Public Rights of Way – Seek improvement to footpaths and new linkages

Superfast South Yorkshire – no objection subject to conditions

SYMAS – No objection subject to condition

Yorkshire Water – Originally objected but no objection to final iteration subject to conditions

Ward Councillors - Whilst Councillors Lamb and White objected to earlier iterations, no comments have been received on the amended plans being considered that are now submitted to the Planning Regulatory Board Councillors for approval.

Representations

The application was advertised by press notice, by site notices and by individual letters. Local residents were consulted on initial plans and on amended plans on 12th May 2022 and 8th July 2022 and 28th November 2022.

Five objections were received to the initial proposal of which two were anonymous. One objection was received to the July consultation. Concerns raised were generic, that more warehouses in the Hoyland/Birdwell area were unwanted and would cause congestion and air pollution.

A further four representations have been received to the November re-consultation exercise, concerning noise, light pollution, outlook, loss of Green Space, loss of wildlife and habitats, traffic impacts, poor quality jobs.

Assessment

The Principle of Development

The whole of the application site is allocated for new employment use development in the adopted Local Plan (site specific reference ES14).

The site is located in the Hoyland Principal Town area and as such the proposal also accords with policies Policy E1 Providing Strategic Employment Locations, Policy E2 The Distribution of New Employment Sites and LG2 The Location of Growth.

In addition, the specified range of uses E(g)(iii), B2 and B8 accords with Local Plan policy E3 Uses on employment land.

As such the proposal is acceptable in principle, but consideration needs to be given to the aforementioned policy requirements and the other material planning considerations that are relevant to the assessment of the proposal. The Hoyland North Masterplan is another material consideration. The assessment of the application in relation to the other assessment considerations is discussed in more detail below.

Economic Benefits

The site is designated within the Local Plan as Employment use and is in a highly strategic location close to the motorway and key trunk roads. Whilst the site is considerably smaller than the 39ha Harworth Estates site on the neighbouring land (approximately 4 ha versus 39ha), it is still a significant site in its own right and once built out the proposal would lead to private sector investment being secured, providing premises for potential inward investors and expanding local companies and contributing to investment for Barnsley. It will in addition, provide an additional choice of unit sizes to complement some of the larger units granted permission on the adjacent Harworth site on ES15 and ES17 allocations within the Hoyland North Masterplan area.

Design and visual impact considerations (scale, massing, appearance, colours, landscaping)

The site itself lies in the Commercial Parkway West character area of the Hoyland North masterplan area which states “This is an area defined at present by highway infrastructure. It is an area in need of development to soften the infrastructure character and to bring high-quality buildings and substantial landscape into play to establish a stronger sense of place”. As the proposal has progressed, the amount of landscaping has increased significantly. The quantum of development has been reduced by approximately 14% and heights of units 1 and 2 have also been reduced to acceptable levels. These are located in a prominent position adjacent to the Dearne Valley Parkway. Elevational treatment has also been improved and conforms more closely to the colour palette of the Masterplan Framework. As a result, the quality and scale of the buildings are acceptable and are now considered to establish a strong sense of place and as the landscaping matures, will be set within substantial green infrastructure.

Following initial concerns about the plans as originally submitted in respect of quantum of development, proposed height of the buildings, design and colour scheme as originally submitted, together with the lack of landscaping originally proposed, Officers have worked closely with the applicant through several iterations to seek improvements to enable the proposal to more closely conform to the high quality design in a landscape setting required by the Hoyland North Masterplan, which has been achieved elsewhere in the Masterplan area. The frameworks shows the boundary of the site with the Dearne Valley Parkway as a ‘sensitive edge’ (on page 35, figure 10: Urban Design analysis).

Scale- The masterplan states on page 14 that for the employment uses the scale and massing of the building should be appropriate for its end employment use and seek to minimise visual harm upon the wider landscape. All employment units should have a ‘human scale’ frontage to assist with legibility.

The proposals have been amended significantly whilst the application has been progressed, with several iterations, resulting in plans submitted to Members for approval showing a reduction in the quantum of development on the site by approximately 15% from 13,493sqm to 11,585 sqm by reducing the floor area of units 1 and 2. The ridge height of unit 1 has also been reduced from 12.8m to 10.5m, and Unit 2 has been reduced from 14.6m high to 12.58m. The ridge of unit 3 remains at 12.6m as submitted.

These improvements are considered to achieve a balance between meeting the objectives and requirements of the Masterplan framework whilst still achieving a viable development

for the applicant. The landscape and visual impacts on the surrounding area have been considerably reduced as a result of the positive changes achieved through negotiations with the application, resulting in a lower quantum of development, reduced heights and improvements in the design and colour palette of the proposal, in comparison to the plans that were first submitted.

Relationship to Dearne Valley Parkway (DVP) - The Masterplan Framework states (on page 28) that as part of the local plan process a Local Character Assessment was prepared. The assessment recommended that the layout of new development should incorporate landscape features to partially screen development from the Dearne Valley Parkway and the wider area. Whilst it is acknowledged that there is a drainage easement along the frontage of DVP, the application initially omitted the significant landscaping required along the frontage either in front or behind the easement so there was nothing to help soften the view of the two employment units to reduce the impact of their massing and scale. The units were additionally placed on top of retaining walls, thereby adding to their height and minimal tree planting left a very 'hard' visual impression of the employment units. The buildings appeared too close to the north western boundary, leaving no room for sufficient landscaping/screening. Similar issues occurred when considering views from the south west edge facing the roundabout and long distance view from Sheffield Road. Little boundary treatment to the car parks or landscaping internal to the site was proposed. However, the changes to the plans already described have enabled the units 1 and 2 to be pulled back 25-30m from the boundary of the Dearne Valley Parkway enabling significantly enhanced structural planting to be proposed. Additionally due to topography, building the units on top of a retaining wall was no longer required and a reduction in roof heights to two of the units all serve to allow a more modest visual impact (now with acceptable colour scheme) allied with significant structural planting to the boundaries of the site which will result in a high quality landscaped setting.

Colours - The Hoyland North Masterplan states that for colours and materials *"It is crucial that the employment units are sympathetic to the surrounding natural landscape and complement the local area. New development should not seek to take design cues from existing employment buildings where they contrast with the natural landscape"*. After working closely with the Urban Design Officer the elevations are now proposed to be clad with vertical and horizontal panels of green and grey which closely conform to the Masterplan colour palette, provide visual interest and reduce the visual impact which will blend in further with the structural landscaping as it matures. The roof colour of Goosewing Grey as originally proposed was considered to be too light and visible from long distance views, potentially impacting on the setting of the Listed Hoyland Lowe stand. This has now been amended to Olive Green which will blend into the background and is similar to the commercial buildings under construction further along the Dearne Valley Parkway.

In summary the amended plans are considered to represent an acceptable form of design having regard the Hoyland North Masterplan and other more general design policies in the Local Plan including D1 and GD1.

Highway's considerations

Access to the site is proposed from one of the roundabouts off the A6195 in accordance with the Masterplan. The internal roads are not intended for adoption.

Objections have been raised from local residents in relation to congestion on the Highway network and whilst Highways colleagues raised several technical concerns when the application was originally submitted, they are satisfied that the network can sustain the type and volume of traffic anticipated by the proposed development. The proposed site layout plan proposes reconfigured parking areas with a 3m wide shared foot/cycle way crossing,

parking for cars, disabled spaces, and spaces for cycles and motorcycles. Whilst additional parking would be required for solely B2 use, a Travel Plan to encourage sustainable forms of travel has been provided which is considered acceptable by Highways colleagues.

National Highways have been consulted with respect to the potential impacts on the strategic road network, and after receiving further information and clarification, have also confirmed that no objection is raised.

Overall, the Highways Officers has no objections subject to planning conditions and the proposal is in accordance with Local Plan policy T3 and T4 in this respect.

Sustainable Travel and Public Rights of Way

The Hoyland North Masterplan Framework recognises that a key aspect of achieving a well-connected development is the objective of promoting sustainable travel and reducing the need to travel by private vehicle including provision for public transport and a Transport Assessment and Framework Travel Plan have been submitted and reviewed. The nearest bus stop is approximately 400m away on A6135 Sheffield Road and additional bus services are anticipated as the development within the framework area proceeds. The intention is to appoint a travel plan coordinator and each occupier to produce a detailed Travel Plan in line with the Travel Plan Framework. 10 covered cycle spaces per unit will be provided with a timetable, walking, and cycling routes and details of car sharing etc. Electric Vehicle charging points will be provided in accordance with the adopted SPD and in line with Building Regulations.

The Hoyland North Masterplan emphasises on page 31 *“It is vital that the potential to walk or cycle to the development allocations is maximised. Accordingly, the development strategy for each allocation will include the provision of high-quality, safe and convenient walking and cycling routes to make sure that there is good connectivity through the Masterplan Framework area as well as connections to the existing infrastructure on the surrounding network”*

The site is within cycling distance of a large population and National Cycle Route 67 is approximately 1km southwest. In addition to providing a new footpath along the southern boundary of the site and enhancing the existing footpath within the site, the site layout plan now also proposes a multi user link along the northern site boundary along Dearne Valley Parkway.

A similar multiuser route will be provided by the recently permitted developments both north and south of the Dearne Valley Parkway (DVP), leaving just a small section of land between the application site and the development site to the north.

This small section of land is owned by the Council and if a multi-user route were to be created here it would create an unbroken link along the whole DVP from Gateway 36 to Shortwood linking with an existing underpass which would allow all users to move between the north and south sides of the DVP. This would access to and from Hoyland and public transport routes. Funding to provide the route will be secured from Sustainable Travel Contributions from other developments in the area.

Taking into account the proposals for sustainable travel, the application is considered to be in compliance with Local Plan Policy T3 New Development and Sustainable Travel.

Residential Amenity

Local residents who have objected have raised concerns regarding noise, light pollution, and loss of outlook.

Local Plan Policy POLL1 seeks to protect residents from the impact of new industrial and warehouse development and the Pollution Control officer has proposed conditions which will protect the amenity of residents. In addition, the relationship between the proposed new development and the adjacent existing residential properties has been considered in detail. Guidance is found in the adopted SPD Residential Amenity and the Design of Buildings.

In terms of loss of outlook, the nearest residential property (2 Cross Keys Lane) is only 10m distance away from the extreme southwest corner of the boundary of the site. The dwelling however, faces southwest away from the site, and views northeast towards the site would partly screened by a domestic garage. Additionally, between the dwelling and the proposed buildings to the northeast, is a green space and an existing vegetated boundary which will remain. Trees, landscaping, and the attenuation pond will lie between the dwelling and the units which would provide a substantial visual buffer. The attenuation basin is placed in this location maximising the distance between the dwellings and the units, which will not be in a direct line of site due to intervening existing and proposed landscaping and an existing garage. As such, unit 1 would be almost 130m away and unit 2 120m. Taking into account the modest size and height of the buildings and intervening vegetation, it is not anticipated that there would be a significant loss of outlook. Other dwellings on Cross Keys Lane, Tinker Lane, Regent Street, Rockingham Street and Steele Street face away from the site and would view any new building from a distance and in context with the existing intervening commercial premises and yard at Hoyland Dismantling Co. situated at the northern end of Tinker Lane and the commercial premises at the northern end of Cross Keys Lane.

Service yards are similarly located far away from the residential properties. Context is important here in that background noise levels are and have historically been relatively high. The proposal complies overall when measured against the guidance set out in the adopted SPD "Residential Amenity and the Siting of Buildings".

In noise and disturbance terms Pollution Control have recommended that conditions are proposed relating to minimising noise from fixed plant, restricting hours of operation and the introduction of noise and dust measures during the construction period.

With respect to the potential for light pollution, a planning condition is proposed to ensure light pollution does not affect residential amenity or harm wildlife.

Overall, and taken in context that this site is allocated as a strategic employment site, and with existing commercial premises nearby at Cross Keys Lane and Tinker Lane, the Pollution Control Officer is satisfied that noise, dust and impacts can be adequately controlled as well as impacts in relation to light pollution during all phases of the development to mitigate against any significant negative impacts on people's lives and wellbeing and is considered to accord with Local Plan Policy POLL 1.

In assessing the residential implications of the construction and engineering operations the main considerations are noise and dust. However, these would be temporary in duration and the Pollution Control Officer is satisfied that conditions can be attached to the permission to manage and mitigate this noise and dust impacts. With respect to light pollution, a planning condition is proposed.

On balance, the above the proposal is considered to conform with the Residential Amenity and Siting of Buildings SPD and Local Plan Policies D1, GD1 and POLL1 on this point.

Impact on trees and landscaping

Page 51 of the Masterplan states that developers will need to justify any loss of green infrastructure, particularly important ecological areas, and set out a clear strategy for mitigation and/or compensation as part of future planning applications, where the loss of existing green infrastructure is unavoidable.

Whilst the centre of this site is empty of trees, there is significant existing trees and vegetation at the eastern and southern boundaries which form a buffer to the existing residential and other development to the south along the high walls and between the remainder of the Masterplan area of which approximately 40% are proposed to be removed. There are also some broadleaved hedgerows and smaller stands of trees and scrub.

The plans as originally submitted proposed landscaping and replacement tree planting which were unacceptably low. However, as a result of the reduction in the quantum of development now proposed on the site, the amount of native tree planting and structural landscaping on the boundaries including shrubs and hedgerows has drastically increased to provide a landscaped setting which is now considered acceptable to the Tree Officer having regards to landscaping part of policy GD1 'General Development'. Additional tree planting may also be achieved as a result of biodiversity net gain (see below).

Ecology and Loss of Habitat

The Hoyland Masterplan Framework states that at least 10% biodiversity net gain is required, and also that new woodland areas within high wall zones and high value wetland swamp grass land area to be retained. Management and maintenance, governance and stewardship of green infrastructure are also covered.

As a result of the lost trees and habitat described above the metric identifies that a biodiversity net loss of 5.95 units will result.

There is the need for an off-site solution therefore to enable the development still to come forward on this allocated employment site and to deliver the 10% biodiversity net gain that is required by the Hoyland North Masterplan.

The amended plans have however secured significant improvements to the on-site landscaping and biodiversity mitigations compared to the plans originally submitted, which now include significant broadleaved native tree planting and native hedgerow. Native shrub planting is also proposed. Other mitigations include species specific nest boxes wildflower grassland.

Despite the significant improvement to the proposals, the requirement for 10% biodiversity net gain cannot be achieved on site and still achieve a viable layout for employment uses, and the Planning Ecologists have agreed that it would be appropriate in this case, for offsite mitigation to take place together with long term management, secured by a S106 agreement. Planning conditions are also proposed for on-site mitigation, enhancement and maintenance. The proposal is therefore in accordance with Local Plan Policy BIO1 and the Hoyland North Masterplan on this point.

Air Quality

Best practice measures are included in the Travel Plan for the site which will seek to reduce reliance on single occupancy vehicle trips and EV charging points are proposed in the car

parks. These would previously have been secured by condition but recent changes to the law ensures that EV charging points are secured through Building Regulations legislation.

Overall, the air quality impact is predicted to be negligible taking into account the changes in pollutant concentrations and the operational air quality effects. Pollution Control have no objections. The application is therefore considered to be consistent with the aims of Local Plan Policy AQ1.

Drainage and Flood Risk

The Hoyland North Masterplan expects the employment uses to deliver appropriate SUDs provision as well as substantial landscaping and open space.

Sustainable surface drainage is proposed via on-site attenuation basin in the southwest western part of the site. No objections have been received from the drainage engineer subject to the imposition of conditions requiring the subsequent agreement of formal details for foul and surface water drainage at reserved matters, including future management and maintenance arrangements for the lifetime of the development. Yorkshire Water Authority concurs. As such the application is in compliance with Local Plan Policy CC1.

Summary and conclusion

The site is allocated for new employment use development in the Local Plan (site specific reference ES14) making the proposal acceptable in principle. In addition, the site is located in the Hoyland Principal Town area and as such the proposal also accords with policies E1 Providing Strategic Employment Locations, Policy E2 The Distribution of New Employment Sites and LG2 The Location of Growth.

The development would lead to significant investment and new employment opportunities at both the construction and operational stage. Enterprising Barnsley fully support the application and development of speculative units that are needed to generate economic growth in the borough.

In addition, the specified range of uses B2, B8 and E(g) (ii) (iii) accords with Local Plan policy E3 Uses on employment land.

The proposed development is acceptable in all aspects associated with the principle of development/land use planning policy considerations, therefore.

The National Planning Policy Frameworks is another important material consideration related to this case, in particular paragraph 81 which states that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'. This point attracts significant weight as a further material consideration.

In addition to the above an assessment has been carried out of the proposed plans in relation to the detailed design requirements set out within the Hoyland North Masterplan, other local plan policies, SPD's and against other material planning considerations.

The plans have been amended during the course of the application with the building footprints and heights being reduced and this has meant that they are now set in a sufficient distance from the site boundaries and include the necessary amount of soft landscaping around the edges to be an acceptable form of development in terms of its appearance. In addition, the height of units 1 and 2 has been reduced to make the development acceptable in scale and massing terms. Furthermore, the design of the external elevations has changed

to be made up of the neutral colours required by the masterplan including a dark coloured roof (olive green). This means that the development complies with the requirements of the Hoyland North Masterplan and policies D1 which requires High quality design and Place Making in design and appearance terms. Nevertheless, it should be acknowledged that the buildings would still lead to moderate adverse landscape and visual impacts when the development is first undertaken given the nature and mass of the buildings and taking into account that the site is in an open and undeveloped form at the present time.

In relation to biodiversity a combination of on site mitigation and off site compensation would need to be secured by S106 Agreement to achieve sufficient credits so that a 10% biodiversity net gain is achieved as per the requirements of the masterplan.

In residential amenity terms the proposed buildings and service yards are located a sufficient distance away from existing dwellings to comply with the SPD. The plans are judged acceptable in residential amenity terms therefore subject to the conditions requested by Pollution Control in relation to fixed noise and plant and lighting. In addition, a range of conditions would be required to limit the impacts during the construction phase.

In Highways terms the application has been accompanied by a Transport Assessment which has been reviewed by the Council's Highways service and National Highways. Both have raised no objections in network capacity terms. Furthermore, Highways have assessed the internal layout and determined that the design of the internal roads, car parks and service yards meet the required standards. The proposal is therefore in accordance with local plan policies T3 and T4, subject to conditions including the need for a detailed travel plan to be in place to formalise the measures detailed in the draft version. In addition, the plans now include a multi user cycle/footpath running along the Dearne Valley Parkway northern section of the site to facility active travel which would have the potential to link up with the multi user provisions on the Harworth Estates land to the east of the site and would be of benefit for active travel and sustainability purposes.

In addition to the above the proposal has been assessed in relation to other material considerations including air quality, drainage, coal mining risk and is considered acceptable in relation to each of those areas with consultees offering no objection subject to the imposition of suitably worded conditions and informative notes.

In summary the proposal is considered to be in accordance with the main development plan policies that are relevant to the proposal (most notably Local Plan policies E1, E2, E3, D1) and the Hoyland North Masterplan in that it would lead to the provision of 3no new industrial/warehouse unit buildings on a site that is allocated for those purposes in the Local Plan (site ref ES14). The development would result in substantial economic investment and potential employment opportunities and would deliver the other benefits mentioned above.

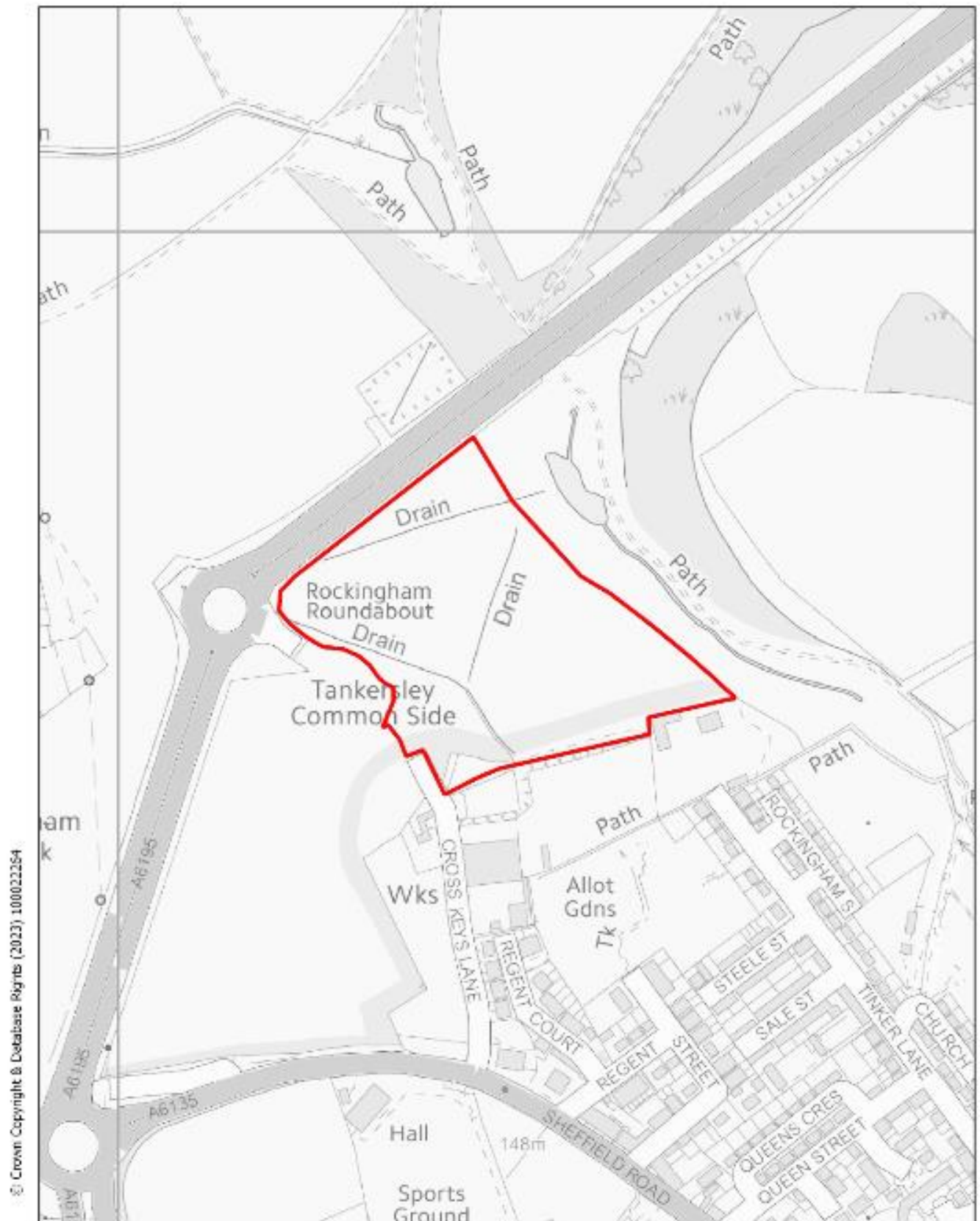
The proposal therefore complies with the development plan as whole, and the advice set out in the NPPF. As such the application is considered to accord with policies and guidelines and is recommended for approval accordingly.

Recommendation

Grant planning permission subject to conditions and a S106 Agreement to address off site ecology mitigation and biodiversity offsetting improvements to deliver 10% net gain.

PA Reference:-

2021/0479



BARNSELY MBC - Regeneration & Property



Scale: 1:3482