

Planning Statement

Proposed Community & Sports Facility

Land off Sheffield Road, Hoyland Common, Barnsley

Barnsley MBC & Forge Community Partnership

August 2023

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1. Introduction

The application follows on from a series of applications submitted by Newlands Developments, dating back to 2020, relating to the development of the employment land to the west of Sheffield Road. The site was identified as a new location for the Rockingham Sports Centre (currently sited further north on Sheffield Road), which currently sits within the employment allocation outlined under planning policy ES13 in the Barnsley Local Plan. The provision of the new sports facility was agreed following consultation with BMBC under Newlands planning application reference 2020/0647 for the large-scale employment development to the west of Sheffield Road.

Following approval of the above application, Newlands submitted a further application(ref. 2020/0999) for the works to form the new sports facility on the Sheffield Road site, which included the provision of level plateau's to accommodate new grass football pitches and a grassed archery range. The application also included provision for temporary welfare, changing and car parking facilities. The proposal included new surface water drainage provision by means of perforated pipes and an attenuation pond, to control the flow rates prior to discharging into the existing brook via a new culvert. A foul water connection tail was also proposed to the south-west corner of the site.

BMBC and Forge Community Partnership have been working closely together on the proposals for the site since early 2021, when the need for relocation was initially identified. Since then, Forge and BMBC have continued to work together to develop feasibility design proposals for the site, which include a permanent building, car parking and an all-weather pitch.

2. The Site

The site is located to the east of Sheffield Road and to the south of Parkside Road within the suburb of Hoyland Common, approximately 9.5km south-east of Barnsley town centre. The site is currently made up of two pieces of land, one owned by BMBC and the other owned by the Fitzwilliam Trust. BMBC are currently in the latter stages of transferring ownership of the smaller piece of land from the Fitzwilliam Trust, which will see the whole 4.36ha site under BMBC's ownership.

The site has been re-levelled by Newlands in line with the proposals outlined above. The site access levels have been re-worked to provide an even fall from north to south, which runs with the natural fall of the ground to the surrounding areas. There is a paladin type fence to the perimeter of the site, which will be retained as the permanent fencing for the sports facility. A drainage attenuation pond has been formed to the south-eastern corner of the site to control the outflow into the adjacent brook. Details of this are covered in the drainage strategy and flood risk assessment.

Newlands have commenced with their landscaping works on the site and recently discharged condition 18 relating to the landscaping proposals under application 2020/0999.

The site is bound by existing residential properties to the north-west and north-east with open fields to the south-east and the new Hoyland Common relief Road to the south-west. There is an existing footpath along the north-west boundary which is a designated public right of way and this separates the site from the residential properties on Parkside Road. The land to the south has been allocated for open space and housing – HS68 in the Barnsley Local Plan. The land to the West, developed by Newlands, sits in the employment allocation ES13 (as referenced above).

Hoyland Common is a small suburb to the south of Barnsley and comprises a mix of residential, commercial, and retail accommodation. Located just off the A1695, which is a main arterial route connecting the M1 with Barnsley and Doncaster with links to Sheffield via the M1 and A61. The main

high street is located under 1km away from the site and the existing Rockingham facility sits around 1.1km north of the site.

The site has good public transport links with bus services running along Sheffield Road and Parkside Road providing links to Hoyland and other Barnsley suburbs as well as further afield to Barnsley and Doncaster.

3. Pre-Application Advice

Initial contact was made with BMBC planning back in Summer 2021, which led to a site visit with representatives from Newlands, BMBC Planning, BMBC Sports and Forge Community Partnership. The visit was an opportunity for Newlands to share the proposed details for the development of the site as well as providing some insight into the development of the employment land to the west of the site.

Following the initial meeting, BMBC Sports, BMBC Property Services and Forge sat down to discuss the requirements for the site, with a view to forming a project brief. Once the brief was established, BMBC Property Services produced a feasibility layout for discussion and subsequently the drawings were sent on to planning for initial comments. Following the feedback from BMBC planning, the designs were revised, and a formal pre-app meeting was held on 6th March 2023 with feedback provided the following day.

Since the pre-app meeting, we have stayed in regular contact with the case officer providing updates on the proposals and seeking clarification on the validation checklist to ensure we have a full and robust application at the time of submission.

4. Proposed Development

Whilst the proposals put forward by Newlands would allow the site to operate as a basic sports facility, this does not fully reflect the current provision at the Rockingham site. The site at Rockingham not only has extensive sports pitches but also has a permanent building, which is used by a wide variety of groups, which provides supplementary income to fund the day to day operation and maintenance of the facility.

In August 2021, visited the Rockingham site, where representatives from Forge showed us around the current facility. The building is currently used by fitness classes, community groups and is also used as a base for physical rehabilitation and CPR training by the NHS. The building is also used for functions including wedding receptions and birthday parties. The visit highlighted some of the operational challenges that Forge face due to the layout of the current building. The current arrangement means that users of spaces to the rear section of the building have to pass through the main activity space, which is disruptive for the users in this area. The initial discussions with Forge, along with the site visit, provided a good basis for developing the design brief to ensure the new facility meets their operational needs.

The proposed development will include a single storey, multi-use building, which will provide a number of flexible spaces to allow clients to use the spaces simultaneously without disruption.

The building accommodation will include the following key spaces:

- Reception Area & Café Space
- Two activity spaces (which can be opened-up to form one larger space)
- Two Studio spaces
- Two full size changing rooms to accommodate sports teams

- Separate accessible changing rooms which can also be used as officials changing rooms
- Locker area

In addition to the above, the accommodation will also include the following ancillary spaces:

- WC's
- Cleaner's Stores
- Changing places room
- Kitchen
- Office
- Stores
- Plant Room
- Circulation

Externally, there will be a terrace area on the south-east corner, which will serve as both an elevated spectator area for the sports pitches as well as for casual external seating for the café and users of the activity spaces.

The car park will provide 64 parking spaces included 6 no. disabled bays as well as dedicated EV charging spaces and motorcycle parking spaces. The disabled parking provision is above the 4% outlined in the SPD, however, we feel there will be higher demand for these spaces due to the nature of the building use. Covered cycle storage will be provided close to the site access and also adjacent to the sports pitches. Secure cycle parking lockers will also be provided for staff. In addition to the main car park, an additional 30 parking spaces will be provided in the overspill car park adjacent to the archery range. These spaces will generally be used by the archery club and for pitch users during peak times as required.

Whilst some building users will need to use public transport or private cars to access the site, the facility is considered to be in walking distance for a large percentage of local residents. Please refer to the AMA transport statement for further details.

As the site has already been relevelled by Newlands, ground works on site should be limited to the main car park/building and the sports pitch. Due to the previous mining activities on the site and the presence of the high wall under the building, the building will require piled foundations. This will prevent any subsidence or movement in the building. The additional ground investigations will also determine whether any remedial work will be required to form the car park including the introduction of a geo-textile membrane.

Throughout the feasibility design process, there has been a focus on the local residents and how the proposed development may impact them. As outlined in the design and access statement, we have appointed specialist consultants to review the impact of the site activities on the local residents. The residential properties on Parkside Road have their rear elevations facing the site with the exception of no. 20 & 22. No. 64 is the closest property to the building at 34m from the rear elevation. The remaining houses along Parkside Road measure around 50m from the rear elevation to the edge of the proposed pitch. Whilst these properties are elevated above the site, a combination of the dense vegetation along the boundary and the reduced level of the pitch will help to minimise the impact of on the properties. The properties on Stead Lane and Warren View sit further away from the pitch with no. 2 Warren View at 55m from the pitch and 84 Stead Lane at 64m from the pitch. There is currently less screening on this side of the site and the proposal addresses this by introducing some additional tree planting to the north-east corner of the site to mitigate the visual impact of the development.

5. Planning Policy

National Planning Policy Framework

The planning statement submitted with application 2020/0990 prepared by Cushman & Wakefield addressed the national planning policy framework, providing justification for the selection of the site for the relocation of the Rockingham facility. Given that permission has already been granted for the use of the site as a sports facility, we feel that consideration and compliance with the NPPF has already been suitably addressed and this statement will therefore focus on the Local Plan Policies.

Barnsley Local Plan

The Barnsley Local Plan was adopted in January 2019 and is available on the BMBC website. The plan covers future development up to the year 2033. The plan outlines the Council's vision for the future of Barnsley and its residents as well as aspirations to be involved with the wider city regions including Leeds and Sheffield.

The plan outlines Barnsley's commitment to economic growth including provision of jobs, improvement in living conditions/quality of life, improving the choice of homes and protecting and enhancing environmental assets.

The development to the west of Sheffield Road fits into the plan to allocate further employment land to support and enhance the local economy.

The proposed development includes a piece of open space land to the north-west with the south-east portion in allocation HS68 for new housing.

Relevant Policies

The policies relevant to the proposed development are as follows:

- GD1 – General Development
- GD2 – Temporary Buildings
- 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
- GI1 – Green Infrastructure
- GS2 – Green Ways and Public Rights of Way
- BI01 – Biodiversity and Geodiversity
- CC1 – Climate Change
- CC2 Sustainable Design and Construction
- CC3 – Flood Risk
- CC4 – Sustainable Drainage Systems
- RE1 – Low Carbon and Renewable Energy
- CL1 – Contaminated and Unstable Land
- Poll1 – Pollution Control and Protection
- I1 – Infrastructure Planning Obligations

GD01 – General Development

Policy GD01 relates to developments in general with a focus on the impact of living conditions, landscaping, environment, access provision, drainage, overhead pylons and trees.

Whilst the above criteria all relate to the proposed development site, the initial application and enabling works undertaken by Newlands has already addressed a number of these points. There are still some criteria that relate to the proposals set out in this application, which are as follows:

- *Impact on living conditions*

The residents of the properties on Parkside Road, Stead Lane and Warren View will have been used to the site being an open green space. Whilst there were previously football pitches on the site, the land has been used less in recent years and had become a place used by local dog walkers.

The proposed development will see an increase in activity on the site and as a result it is important that any impact on the local residents is minimised. Several specialist consultants have been appointed to undertake surveys and provide mitigation strategies to prevent the development having an adverse effect on the residents.

- *Landscaping*

Prior to the development works by Newlands, the site was a grass field with some trees and low level native ground covering shrubs. Newlands have provided a detailed landscape proposal under their application to discharge condition 18 of application ref. 2020/0999. The proposal enhances the landscape provision on the site including the planting of a new native hedgerow across the middle of the site, along with a mixture of shrub and tree planting. The scheme will also provide a number of mature trees to mitigate the loss of 4no. trees at the site entrance.

The proposed development will look to continue this provision with additional planting throughout the car park and around the new sports pitch. A number of new trees are also proposed to the north-east corner of the site to provide additional screening to the properties on Warren View and Stead Lane.

- *Environment*

The proposed development will aim to minimise any impact on the environment. This is covered under the various sections relating to drainage, pollution control and low carbon/renewable energy.

- *Access*

The site has a single access point off Sheffield Road via a new bellmouth provided by Newlands. The proposed development will consist of a 6m wide access road, which will lead to the main car park and the overspill car park on the south-east corner of the site. The access point will be used by building users as well as for deliveries and refuse collections. A new pedestrian access will be formed to the south side of the existing bellmouth with a path leading into the site to the building. An uncontrolled zebra crossing will be provided close to the entrance to ensure safe access for pedestrians. Cyclists will access the site via the vehicular route with cycle parking provision located close to the entrance gates. Pedestrian access to the pitch will be via a separate path leading from the building terrace. The central island in the car park will include a pedestrian path to separate vehicle and pedestrian traffic.

- *Drainage*

The development works undertaken by Newlands included the provision of a SUDS drainage strategy to deal with the surface water via a series of perforated pipes and an attenuation basin in the south-east corner of the site, which drains to the existing brook via a new culvert. A new foul water connection has been provided in the south-west corner of the site. As this drainage strategy was designed for grass pitches and a smaller car park with temporary buildings, we have commissioned a new drainage strategy to demonstrate how the additional run off created by the development will be dealt with. The STE drainage strategy report is appended to the application.

- *Overhead Pylons*

The presence of the overhead pylons on the site have been a major consideration in the design of the site layout. There will be no permanent structures located with the exclusion zone for the cables and cable sway. The contractor will have to include enhanced risk assessments for working within close proximity of high voltage cables.

- *Trees*

As referenced under the landscaping section, there are a number of new trees being provided as part of the new development. We have also commissioned a tree survey and arboricultural impact assessment to review the existing trees around the perimeter of the site. A copy of the report has been appended to the application.

Based on the information provided above, we feel the proposed development has adequately addressed all of the criteria under GD1.

GD2 – Temporary Buildings

Policy GD2 relates to the provision of temporary buildings on new sites with a view to avoiding negative visual impact on the surrounding area. The criteria under GD2 states that temporary buildings that are visible from the highways/public areas will be given temporary permission for a maximum of 5 years. The criteria also states that temporary buildings should only be used where it is not feasible to provide a permanent building.

- The original application by Newlands sought permission for temporary welfare and changing facilities for the proposed grass pitches. Whilst the proposed development will include the provision of a permanent building, there will be a requirement for temporary buildings to the archery range for the storage of their equipment also for the grass mowing equipment required to maintain the range. In addition to this, there will also be a small container within the fence line of the pitch, which will house the sweeping machine required to maintain the pitch.
- The temporary containers to the archery range will be clad in timber panelling to minimise the visual impact on the site. The container on the pitch will be screened by the fencing.

Based on the information provided above, we feel the proposed development has adequately addressed all of the criteria under GD2.

T3 – New Development and Sustainable Travel

Policy T3 relates to the provision of sustainable travel to and from new developments including parking facilities.

- *Design*

The proposed site layout has been designed to provide onsite parking facilities based on the proposed use of the building and in line with the Sustainable Travel SPD document. In addition to standard car parking spaces, the layout includes space for disabled parking bays (located close the main entrance) as well as electric vehicle charging bays, motorcycle parking and covered cycle parking.

- *Transport Assessment & Travel Plan*

A Transport Assessment & Travel Plan has been undertaken by Andrew Mossley Associates to identify the existing transport infrastructure in the area and to demonstrate how the new development will be accessed from both local and wider communities. The transport assessment will also address the access to the site and vehicle movements within the car park including vehicle tracking.

Based on the information provided above, we feel the proposed development has adequately addressed all of the criteria under T3.

T4 – New Development and Transport Safety

Policy T4 relates to the safe movement of all transport users both within the development and in the areas surrounding the development.

- *Design*

The site access was formed as part of the Newlands enabling works and consists of a bell mouth off the stopped-up section of Sheffield Road. A new mini roundabout has been installed at the junction between Parkside Road and Sheffield Road, which links Sheffield Road to the new relief Road 'Olympus Way', which was constructed as part of the development works to the west of Sheffield Road.

- *Transport Assessment*

The Transport Assessment addresses the site access in more detail and demonstrates compliance with the criteria outline in Policy T4.

Based on the information provided above, we feel the proposed development has adequately addressed all of the criteria under T4.

T5 – Reducing the Impact of Road Travel

Policy T5 aims to improve air quality and reduce the impact of road travel. This includes implementation of air quality action plans, improving efficiency of vehicle operators (for deliveries etc) and implementing measures to ensure the existing road system is used efficiently.

- *Transport Assessment & Travel Plan*

The Transport Assessment & Travel Plan will address the criteria set out in T5 and will include journey data for the existing Rockingham site to provide a more accurate analysis of vehicle movements for the new site.

Based on the information provided above, we feel the proposed development has adequately addressed all of the criteria under T5.

D1 – High Quality Design and Place Making

Policy D1 relates to the impact of the design on the surrounding area and aims to ensure new developments within the borough provide a positive contribution to the over standard of the built environment. Some of the key criteria/considerations under D1 are listed below:

- Landscape character, topography, green infrastructure, important habitats, woodlands and other natural features.
- Views and vistas to key buildings, landmarks, skylines and gateways.
- Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.

In addition to the above, there is an extensive list of subcategories, which provide additional guidance on what is expected of new development.

The proposed development addresses the above criteria in several ways, which have been summarised below. This section should also be read in conjunction with the design and access statement document, which provides further detail on the design rationale for the development.

- *Landscape character, topography, green infrastructure, important habitats, woodlands and other natural features*

The site is located on the rural/urban fringe between the residential streets of Hoyland Common and the extensive green spaces owned by the Wentworth Trust. The land to the south of the site has been allocated for housing under policy HS68 in the local plan but at this time the land remains as undeveloped agricultural land. The existing topography of the land has a natural fall from north-west to south-east, which leads into the valley towards Skiers Spring Wood and on to the historic village of Elsecar. The land to the south-east of the site is occupied by dense woodland. The development to the west of the site has had an impact on the surrounding landscape with extensive earthworks being undertaken to form the new sites for the industrial units. The residential properties to the north-east of the site date back to the 1950's.

The proposed development aims to compliment the rural setting with a large percentage of the site receiving soft landscaping.

The building will be located to the north-west corner of the site, closer to the current residential and industrial buildings. Similarly, the proposed sports pitch will be located at the north side of the site, leaving the remainder of the site to naturally fall towards the agricultural land with additional landscaping and the native hedgerow encouraging the expansion of the existing habitats outside of the site.

- *Views and vistas to key buildings, landmarks, skylines and gateways*

Whilst the site isn't necessarily considered to be a gateway development, its elevated position makes it a focal point for traffic approaching north along Sheffield Road. We have therefore been mindful to ensure the design of the site and building address this to provide visual interest from the south approach.

Given the position of the building within the site and the existing topography, we don't believe the building will have an adverse impact on the views across the valley. The development will include a large amount of glazing and an external terrace to the south-east corner of the building, which provides enhanced elevated views across towards Elsecar for the building users.

- *Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality*

The buildings surrounding the site are predominantly residential dwellings and large scale industrial units, neither of which are particularly informative to the design of the proposed community and sports facility. The proposed building is a single storey building with a split pitched roof. The external walls will be formed in brickwork with some composite cladding at high level, both of which tie in with the materials of the surrounding buildings. A standing seam metal roof is proposed to provide a modern appearance, coupled with pressed metal fascia's/soffits and window surrounds. The fenestration will be formed in powder coated aluminium and will incorporate a mix of glazing and coloured panels to provide visual interest to the elevations. The colour scheme has been based on the landscape colour palette from the Hoyland North Masterplan at the request of the case officer during the pre-application stage.

The materials will be carefully selected to ensure an overall high-quality appearance of the building. The building has been designed with a community focus and will be fully accessible to all. The inclusion of a changing places room will also provide a much-needed facility for the local community and will be welcomed by community groups and local caregivers.

We believe the design of the proposed development will have a positive impact on the surrounding areas and will provide an attractive facility for use by the local community.

Based on the information provided above, we feel the proposed development has adequately addressed all the criteria under D1.

GI1 – Green Infrastructure

Policy GI1 aims to protect maintain and enhance a network of green infrastructure assets. Some of the key criteria for GI1 includes the following:

- Provides attractive environments where people want to live, work, learn, play, visit and invest.
- Meets the environmental, social and economic needs of communities across the borough and the wider City Regions.
- Enhances the quality of life for present and future residents and visitors.
- Helps to meet the challenge of climate change.
- Enhances biodiversity and landscape character.
- Improves opportunities for recreation and tourism.
- Respects local distinctiveness and historical and cultural heritage.
- Maximises potential economic and social benefits.
- Secures and improves linkages between green and blue spaces.

From the outset, Forge have maintained that they want the local community to see the Parkside facility as their own and for them to help to shape its future. It is therefore important that the facility is operated as a community asset as well as to bring in income to support its future. The facility will become a base for a variety of local community groups and aims to enhance fitness, wellbeing and general quality of life for the local residents.

As well as being a community asset, the facilities on offer will attract people from all over the borough and surrounding areas (North Sheffield, Rotherham etc.) which will bring economic benefits to the area. Given the close-proximity of the site to the Trans Pennine Trail, it is also hoped that the

site will become a cycle hub, attracting TPT users to visit the facility as a stop off point for refreshments and to use the welfare facilities. This provision could also extend to other users of the TPT and surrounding rural spaces including walkers.

The works undertaken by Newlands will create a minimum of 10% net gain in biodiversity which will be further enhanced following the completion of the proposed development. The development will also include several sustainability measures that will contribute towards meeting the Council's Barnsley 2030 climate change targets.

Based on the information provided above, we feel the proposed development has adequately addressed all the criteria under GI1.

GS2 – Green Ways and Public Rights of Way

Policy GS2 aims to protect Green Ways and Public Right's of Way from development that may impact their character or function.

There is an existing Public Right of Way along the north-west boundary of the site which links Sheffield Road with Stead Lane. This is a popular route for local residents and dog walkers. The boundary fencing has already been erected on the south side of the PROW and it will therefore remain protected throughout the construction and operation of the proposed development.

Based on the information provided above, we feel the proposed development has adequately addressed all of the criteria under GS2.

BI1 – Biodiversity and Geodiversity

Policy BI01 relates to the conservation and enhancement of biodiversity and geological features.

Newlands application 2020/0999 addresses the impact on Biodiversity and Geodiversity through the provision of a net gain assessment and report to demonstrate that the proposed development will achieve a minimum of 10% net gain in biodiversity.

Once Newlands have completed their planting scheme, we will commission an ecology report to confirm that the 10% net gain requirement has been met.

Based on the information provided above, we feel the proposed development has adequately addressed all of the criteria under BI1.

CC1 – Climate Change

Policy CC1 aims to reduce causes of climate change and to adapt to the future impacts of climate change. The criteria for this policy is as follows:

- Giving preference to development of previously developed land in sustainable locations
- Promoting the reduction of greenhouse gas emissions through sustainable design and construction techniques
- Locating and designing development to reduce the risk of flooding
- Promoting the use of Sustainable Drainage Systems (SUDS)
- Promoting and supporting the delivery of renewable and low carbon energy
- Promoting investment in Green Infrastructure to promote and encourage biodiversity gain.

A separate sustainability statement is appended to the application and will address the criteria of Policy CC1.

CC2 – Sustainable Design and Construction

Policy CC2 follows on from Policy CC1 and requires new developments to minimise energy consumption through sustainable design and construction. In addition, Policy CC2 also states that non-residential developments will be expected to achieve a minimum standard of BREEAM Very Good.

A separate sustainability statement is appended to the application and will address the criteria of Policy CC2.

CC3 – Flood Risk

Policy CC3 covers a wide range of criteria relating to flood risk, however, not all of the criteria are applicable to this development due to the site being located in Flood Zone 1. The relevant criteria are as follows:

- Site-specific Flood Risk Assessments (FRAs) for proposals over 1 hectare in Flood Zone 1 and all proposals in Flood Zones 2 and 3

The development site is located in Flood Zone 1 according to the Environment Agency flood maps. As the site is larger than 1 hectare, we have commissioned a separate flood risk assessment, which is appended to the application.

Based on the information above and the details within the FRA, we feel the proposed development has adequately addressed all of the criteria under CC3.

CC4 – Sustainable Drainage Systems

Policy CC4 states that all major development will be expected to use SUDS to manage surface water drainage and that the Council also promote the use of SUDS on minor developments where feasible.

The works undertaken by Newlands provided a SUDS drainage system for the disposal of the surface water. The system consisted of a series of perforated pipes with an attenuation pond located in the south east corner of the site. The SW drainage discharges into the adjacent brook in the south east corner via a culvert. The drainage put in by Newlands was based on run off calculations for the grass pitches and the hardstanding which would form the car park. As we have now changed the layout for the site, introducing a permanent building, increasing car parking and introducing an all weather pitch in place of the grass pitches, a further drainage strategy was required to determine what additional measures needed to be included to manage the additional site run off.

We have commissioned a drainage strategy, which is appended to the application. The strategy highlights the requirement for additional attenuation to the car park and also to the proposed pitch to slow down the flow of water to the brook. A petrol interceptor may also be required to the car park given the use of SUDS drainage system.

Based on the information above and the details within the drainage strategy, we feel the proposed development has adequately addressed all of the criteria under CC4.

RE1 – Low Carbon and Renewable Energy

Policy RE1 aims to minimise CO₂ emissions from new developments by using renewable and low carbon energy sources. RE1 also reference compliance with the carbon compliance targets outlined in the Building Regulations.

The policy states that the Council will allow renewable energy so long as there is no harm to the following:

- The character of the landscape and appearance of the area
- Living conditions
- Biodiversity, Geodiversity and water quality
- Heritage assets, their settings and cultural features and areas
- Key views of, from or to scenic landmarks or landscape features
- Highway safety, or Infrastructure including radar

A separate sustainability statement is appended to the application and will address the criteria of Policy RE1.

CL1 – Contaminated and Unstable Land

Policy CL1 deals with the impact of contaminated land on future users/occupiers of the development. The Policy requires a report to be submitted indicating the types of contamination present and the measures proposed to treat the contamination or to protect the building and its users.

MET Consulting were appointed to undertake intrusive ground investigation works on the site to understand the existing ground build up. The investigation and subsequent gas monitoring highlighted elevated levels of land gas being present on site and therefore recommended gas protection measures should be incorporated into the design. The ground investigation works also located the high wall from the historic mine workings, which is located under the proposed building location. To avoid potential issues with settlement of the building, it has been decided that the building will have a fully piled foundation solution. In order to progress the foundation designs, further rotary boreholes have been commissioned to locate the steps in the high wall. The additional investigations will also involve digging further trial pits in the proposed car park area to determine if any geotextile reinforcement will be required under this area.

Based on the information above and subject to the design proposals incorporating the relevant protection measures for the land gas, we feel the proposed development has adequately addressed all the criteria under CL1.

Poll1 – Pollution Control and Protection

Policy Poll1 seeks to protect the surrounding environment, residents, and members of public from any sources of pollution arising because of the development. The specific areas of pollution this related to are listed below:

- Air
- Surface water and groundwater
- Noise
- Smell
- Dust
- Vibration
- Light

The likely sources of pollution from the proposed development would be as follows:

- *Air*
During construction the increased presence of vehicles travelling to and from the site and working within the site may contribute to higher levels of air pollution. This will only be for the duration of the works and the contractor will be required to provide mitigation measures and evidence of its implementation as part of their Construction Management Plan.
Upon completion, there will be an increase in vehicles travelling to and from the site. Air quality issues relating to this will be covered in the transport statement.
- *Surface and Groundwater*
The contractor will need to manage pollution of the watercourse through their Construction Management Plan.
As referred to under CC4, provision of a petrol interceptor for the car park drainage will prevent any contaminants transferring into the water course.
- *Noise*
We have appointed Acoustic Design Technology (ADT) to undertake a noise impact assessment for the development.
ADT held initial meetings with the BMBC pollution control team to agree the scope for the surveys. We have already taken some steps to limit the impact of noise by positioning the plant room and external plant area on the south side of the building, which is the furthest point from the residents. The building itself will also act as a natural barrier to the plant noise.
There will also be noise from the construction works, which will need to be managed by the main contractor. Given the close proximity to the residential properties on Parkside Road we would expect the working hours to be conditioned accordingly.
- *Dust*
The contractor will need to control dust on site and outline their proposed measures for doing so in the Construction Management Plan.
Following completion of the development, we do not anticipate there being any dust sources which could cause nuisance to the surrounding properties.
- *Vibration*
Depending on the selected method of piling for the foundations, there may be some isolated vibration caused during the installation of the piles. This will be assessed when selecting the piling solution to minimise any impact on neighbouring properties.
- *Light*
As referenced earlier in this report and also in the design and access statement, the new all weather pitch will be floodlit using concentrated LED fittings. The fittings will be mounted on 15m high columns to ensure the correct light levels are provided at pitch level. A light spill calculation has been provided with the application to demonstrate the lighting levels in the areas directly around the pitch.
The car park will be lit using smaller columns with LED fittings and there will also be

functional lighting mounted on the face of the building.

The lighting is only intended to be in use when the building is operational and the floodlighting to the pitch will only be on when the pitch is in use.

Based on the information above and the supplementary reports provided, we feel the proposed development has adequately addressed all the criteria under Poll1.

I1 – Infrastructure and Planning Obligations

Policy I1 relates to the provision of communications infrastructure within the development.

The proposed development will be provided with fibre optic broadband and will have a public Wi-Fi system, to allow building users to have internet access when using the facility.

Based on the information above, we feel the proposed development has adequately addressed all of the criteria under I1.

6. Supplementary Planning Documents

In addition to the local planning policies, the designs have also been produced inline with the following Supplementary Planning Documents:

- Biodiversity and Geodiversity (Adopted May 2019)
- Sustainable Travel (Adopted July 2022)
- Parking (Adopted 2019)
- Development of Land Affected by Contamination (Adopted 2019)

7. Summary

The application is for a new multi-use community building, car parking and an all-weather sports pitch on the site to the east of Sheffield Road and to the south of Parkside Road, Hoyland Common. The site has already been identified as the preferred location for the relocation of the existing Rockingham facility, which sits within the ES13 employment allocation approximately 1km north of the proposed site.

The proposed development will benefit the local economy by enabling Forge to host multiple users simultaneously both within the building, on the all-weather pitch and archery range, which will maximise revenue for the site.

Forge are committed to running the facility as a community hub and will actively encourage residents to visit and take part in the various activities, classes, and events that the building will host, providing social benefits to the local community.

The development will feature renewable and low carbon energy provision as well as thermally efficient building materials in line with the Council's sustainability aspirations. The efficiency of the building will also ensure the running costs are kept to a minimum.

We believe the justification outlined in this statement, with the support of the other documents included with the application, demonstrates that the development will have a positive impact on the local community, the local economy, and the local environment.