

**PLANNING APPLICATION ON
BEHALF OF:**

**Claycliffe Property
Developments Limited**

**FORMER GARDEN CENTRE,
OFF BARUGH GREEN ROAD,
BARUGH GREEN, BARNSELY**

**Proposed development of
employment units, car parking,
local retailing, access and
associated works**

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1. INTRODUCTION

- 1.1 This statement has been prepared on behalf of the applicant and relates to a proposed commercial development on land between Claycliffe Road and Barugh Green Road, Barnsley.
- 1.2 The planning application seeks permission for the erection of office units and additional employment space, local retail, car parking, access and associated works. The proposals involve the redevelopment of a disused and unsightly parcel of land, and the retention (where possible) and enhancement of landscaping.
- 1.3 The application proposals have been prepared following discussions over an extended period with officers at Barnsley Metropolitan Borough Council, and have evolved in the context of the planning history of the site and adjacent land (to the east) which originally formed part of the same holding. The proposals have also been prepared having regard to a detailed design and development appraisal undertaken by the scheme architects, The Harris Partnership, which has informed the way in which the proposed development has been designed and laid out.
- 1.4 The current proposal follows a planning application for a similar scheme which was submitted in August 2007 under reference 2007/1501, but subsequently withdrawn. This new application seeks to modify that earlier proposal and provide additional information to address questions raised by officers.
- 1.5 The application comprises the following;
- The planning application form duly completed and signed.
 - The appropriate Certificate of Ownership and Agricultural Holdings Certificate completed and signed, along with the Notice served.
 - A comprehensive set of application drawings
 - An illustrative rendered perspective looking along Claycliffe Road
 - A Design and Access Statement prepared by The Harris Partnership
 - This supporting Planning Statement, prepared by Planning Prospects Ltd
 - A Transport Assessment, prepared by Sanderson Associates
 - An Arboricultural Report, prepared by Smeeden Foreman
 - A Flood Risk Assessment, prepared by Eastwood and Partners

- A Consultation Statement prepared by Sharpe Communications Ltd
- A Contamination Report, prepared by Quest. This report was used to inform the purchase of the site by the applicant.
- The planning application fee

1.6 This planning statement sets out relevant background to the determination of the application by describing the site and general locality, the planning history of the site, as well as a description of the proposed development. The statement goes on to assess the appropriate planning considerations relevant to the proposal, having regard to the provisions of Development Plan policy, and other material considerations including national planning policy where relevant. Detailed development control issues are addressed in this statement including matters relevant to the appropriate design and layout of the site generally.

2. THE SITE AND SURROUNDING AREA

- 2.1 The application site is located about two miles to the west of Barnsley town centre in the Barugh Green area, separated from the Redbrook roundabout by the Chestnut Tree public house. The site extends to approximately 1.2ha in size. It is sandwiched between Barugh Green Road to the south and Claycliffe Road to the north, and benefits from prominent frontages to both of these routes. It has an irregular shape, but can be understood as comprising two broadly rectangular areas. The smaller of these two areas is situated to the south and the larger to the north; they are joined in the middle by a narrow strip of land.
- 2.2 Whilst the application site is currently vacant, it was previously used (with adjoining land) as a petrol filling station and MOT testing centre, a garden centre with associated greenhouses, aquatic centre and car parking and, in part, for residential purposes. There is clear evidence of the remains of the buildings that accommodated these former uses, and as such the site should be described as previously developed land. More generally, and since the cessation of its active use, the site has become untidy and unkempt. It is spoilt in parts by litter and vandalism. Two transport containers have also been placed on the site, and are in a state of decay.
- 2.3 The site is generally level, although there is a steep bank associated with a culverted stream / drainage ditch along the western boundary. Vehicular access has been achieved in the past from Barugh Green Road at the south eastern corner of the site; however, a second historic access point off Claycliffe Road remains. There is existing vegetation and a number of trees of varying quality across the site, and a number of the trees benefit from protection by way of a Tree Preservation order.
- 2.4 The surrounding area is characterised by a broad mix of uses. The site relates to residential areas (principally to the south), and there has been comparatively extensive residential development in a number of locations locally around the site over the last ten years or so. Commercial uses, incorporating for example extensive car showrooms and vehicle repair, and a wide variety of other employment activities and recent substantial employment developments, are located primarily to the north and west, with an agricultural feeding system manufacturing firm situated immediately to the west of the site.
- 2.5 The Chestnut Tree public house and car park, immediately to the east of the current application site, represents a clear focal point fronting the roundabout junction of Barugh Green Road and Claycliffe Road. Land to the south of the site, on the opposite side of

Barugh Green Road adjacent to the residential area, comprises mainly open countryside and is designated as Green Belt.

3. PLANNING HISTORY

- 3.1 The relevant historic planning records covering the site and adjoining land, such as they are, identify the grant (1979) of planning permission for use of the land as a garden centre with greenhouses and car parking. The erection of a further glasshouse was granted permission in 1981. In the late 1970s part of the site was also used as a petrol filling station and garage (MOT testing centre); the change of use of the garage to an aquatic centre to be run in conjunction with the garden centre, as well as the erection of a further greenhouse, was granted permission in 1986. Further minor alterations to the buildings followed in the late 1980s. In the past a private dwelling also occupied part of the site.
- 3.2 The application site originally formed part of a wider, triangular parcel of land. In 1999, outline planning permission was granted for a public house and restaurant, together with a 40 bedroom motel and associated car parking. Details were approved the following year for the part of this comprising the public house and car parking, plus an external play area. This was subsequently built out as the Chestnut Tree public house, effectively hiving off the eastern area of the site, and leaving the section that is now the subject of the current proposals. Minor applications for signage and works to protected trees followed, but the motel element of the 1999 planning permission was never implemented.
- 3.3 More generally, a Tree Preservation Order (reference 3/81) is in place that relates to a number of specimens around the perimeter of the site. This covers individual trees (horse chestnut and oak) on the Claycliffe Road frontage, and a further horse chestnut towards the north western corner of the site, plus groups along the western flank comprising horse chestnut, oak and poplar.
- 3.4 The site is not within a Conservation Area, and the proposals would not have implications for any listed buildings.
- 3.5 In February 2005, the application site was the subject of proposals submitted jointly by George Wimpey South Yorkshire Ltd and Claycliffe Property Developments Ltd. Full planning permission was sought for the erection of 44 residential units comprising a mixture of detached, semi-detached and apartment units. The application was submitted by Signet Planning.
- 3.6 Planning permission was refused for the residential scheme by Barnsley MBC, with the decision notice dated 5 April 2005. Following this decision, CB Richard Ellis were appointed to submit an appeal against refusal of planning permission. This was

submitted in August 2005. The original intention was for the appeal to be dealt with by way of an informal hearing, and in this context statements were produced by the Council to defend and justify their decision, and material relevant to the case was circulated by them.

3.7 The reasons for refusal were threefold, and included that:

1. *In the opinion of the Local Planning Authority this is a sustainable employment site, with good access to a potential labour market and the proposals would be contrary to Policy ED7 of the Unitary Development Plan and to Supplementary Planning Guidance note No 24.*
2. *Furthermore the proposed residential use of the site would relate poorly to adjacent uses, to the detriment of the amenities of future occupants of the dwellings and the possible adverse impact of residential development on the existing industrial uses, contrary to Unitary Development Plan Policy H8A and Supplementary planning Guidance Note no 2.*
3. *In the opinion of the Local planning Authority the proposal to fell trees, which are subject to Tree Preservation Order No 3 1981, would be harmful to the visual amenities of the area, contrary to Unitary Development Plan Policy GS22 and Supplementary Planning Guidance Note, no 9.*

3.8 In addressing the appeal, the Council noted that whilst the application was refused on three separate grounds, the main considerations related to the loss of employment use and the suitability of the site for housing development. The consultation responses on the original application confirmed that there were no highway objections, with initial minor concerns relating to the implications for drainage and a bus stop, and a possible minor amendment of the layout to allow turning for large vehicles, subsequently addressed. Capacity in the local primary school was identified; it was also considered that the very limited contamination on site could be dealt with via condition. Yorkshire Water advised that supply and waste could be addressed via condition, and Environmental Health similarly concluded that construction impacts could be dealt with via condition.

3.9 In this context, many of the issues surrounding the development of the site were considered to be acceptable by consultees. The principal points of contention were effectively reduced therefore to matters surrounding the employment use of the site and the relationship between residential use and neighbouring activities.

3.10 In any event the appeal, over an extended period, eventually moved towards determination at public inquiry, which was to have been held on 6 March 2007. In the

meantime, however, ongoing discussions with the Council were pursued as the appeal process evolved, with a view to understanding their requirements for an acceptable form of development for this site. On achieving some clarity in this regard in terms of a potential way forward to negotiate an alternative planning permission by way of an application, the appeal was withdrawn (18 January 2007) and the inquiry cancelled. During this period the case was transferred from CB Richard Ellis to Planning Prospects Ltd.

- 3.11 These ongoing discussions with planning officers saw the current applicant arrive at a revised, mixed use treatment of the site, dropping residential accommodation entirely but including employment space (B8 and B1) and a small element of local retailing. An understanding was reached that the principle of such development was likely to be acceptable here. At the same time, discussions with officers also confirmed that they were comfortable with the scheme from a highways perspective.
- 3.12 A planning application was therefore worked up on this basis and submitted in August 2007 (ref. 2007/1501), by which time the officers who had been dealing with the project had moved on. Consultation on this application identified design issues with the location of culverts on the site that the applicant had not previously been aware of, whilst policy and highways concerns that had previously not been raised were also introduced; the application was therefore withdrawn.
- 3.13 Since the withdrawal of that (2007) application further discussions have taken place with officers in seeking to arrive at a revised planning application that addresses the issues identified with the scheme. The current application represents such a submission. On this basis, the key changes made to the 2007 application include:
- The distribution of the buildings proposed in the southern part of the site has been amended to allow an appropriate easement over the culverts in that area.
 - The southern access to the site has been moved slightly.
 - The internal access arrangements in the northern part of the site have been modified to remove a mini-roundabout.
 - Additional evidence has been assembled in relation to the suitability of the proposed southern access to the site, and public transport (see Transport Assessment).
 - Additional evidence has been assembled in relation to the appropriateness of the site for local retail facilities (set out in this report).

- Additional supporting material has been prepared by way of a Consultation Statement and Flood Risk Assessment.

- 3.14 In summary, therefore, the most recent active use of the site as a private residence and garden centre with related activities has come to a close. Redevelopment of the site for hotel and public house uses has been deemed acceptable by the Council, and indeed partly implemented. Whilst planning permission for an exclusively residential development over the remainder of the site was refused, we remain of the view that such a scheme should be acceptable in planning terms. However, in light of discussions with the Council and in seeking a positive way forward, the appeal process initiated to this end was halted.
- 3.15 A planning application was subsequently submitted for an alternative mixed use treatment of the site, but was withdrawn after issues were raised by officers. The current application responds to the Council's position, and seeks to address comprehensively the outstanding matters.
- 3.16 The current application is also made in circumstances where the site has been vacant for some time now, and represents the opportunity to bring it back as an important resource into beneficial use in a sustainable manner. Without this investment the site will become even more untidy and unkempt, and increasingly spoilt by litter and vandalism.

4. THE DEVELOPMENT PROPOSALS

- 4.1 The application proposals relate to the development of office units and additional employment space, local retail provision, car parking, access and associated works, on land between Claycliffe Road and Barugh Green Road, Barnsley. They represent the comprehensive mixed use treatment of a prominent but disused and unsightly parcel of land.
- 4.2 All floorspace figures quoted in this Planning Statement represent net internal measurements unless otherwise stated.
- 4.3 A Design and Access Statement is submitted as part of the application, and should be read alongside this Planning Statement. This material sets out a consideration of the design and layout issues addressed in arriving at the development solution presented here for determination.
- 4.4 In summary, however, whilst the proposed development represents the comprehensive mixed use treatment of this site, it can be understood as comprising two main areas. These are linked together and pedestrian movement between them is supported, but they allow for the logical, functional division of the site in a manner that reflects its topography and has regard to the uses proposed.
- 4.5 The southern area, fronting Barugh Green Road, will accommodate some 1,209 sq m of office space arranged in three, two-storey buildings of 279 sq m, 372 sq m and 558 sq m, around a car parking area providing 40 spaces including three disabled spaces. Cycle parking will also be provided. The layout has been designed to present a strong frontage to Barugh Green Road, and a relocated vehicular access will be introduced to serve this part of the development.
- 4.6 This access will be positioned a short distance to the west of the existing (currently disused) access point which formerly served this part of the site. The existing trees along the western flank of this part of the site will be retained.
- 4.7 This southern area is joined to the northern area by a pedestrian walkway facilitating movement between the two elements, and enabling the development to function as an integrated whole. A small public square links the two parts. The northern area will provide built development in a terrace of four single storey units running east – west along its southern side. This building will accommodate a small (279 sq m) retail unit (expected to be for convenience goods), a further single (but divisible) small retail / service unit (250 sq m), and additional employment space. The latter is designed to

accommodate trade counter type uses that can operate from a B8 consent, and will comprise two (but again divisible) units, both of 250 sq m.

4.8 Vehicular access will be achieved from the existing entrance off Claycliffe Road, which currently serves the adjacent public house; vehicles would turn in off Claycliffe Road and have the option of bearing right to the new development or left to the public house, at a simple junction. Car parking (36 spaces, including three disabled spaces) to serve the retail and trade counter units will be laid out, mainly between the building and a landscaped area fronting the road. Cycle parking will also be provided. Trees to the northern and southern perimeters of this part of the site will also be retained, and indeed the layout and orientation of the proposed buildings has been designed specifically to allow the retention of as many specimens as possible. A pedestrian link through from the buildings across the car park and the landscaped area out onto Claycliffe Road will also be established, to enhance permeability.

4.9 In summary, therefore, the proposal anticipates the development of the site comprising two key elements, focusing office development in the southern section, and mixed employment and retail development in the northern section. Each would be served by its own vehicular access, and pedestrian links would be maintained between the two. The scheme has been designed as a logical extension to the earlier public house development on land immediately to the east which originally formed part of the same land holding. In this way it will bring forward a seamless, comprehensive and well integrated treatment of the site as a whole.

5. PLANNING CONSIDERATIONS

5.1 This section of the statement sets out the pertinent planning considerations having regard primarily to Development Plan policy, but also other material considerations where relevant. At the outset, however, it should be noted that the proposals are consistent with a number of important principles established by planning policy at the national level. These include, for example:

- *Previously developed land should be prioritised for development* – as discussed above, the application site comprises land previously occupied by a range of uses.
- *Development should promote principles of sustainability* – in addition to comprising previously developed land, the site is well embedded within the urban fabric of Barnsley, on public transport routes, and accessible on foot and by bicycle. It is also capable of generating job opportunities to the benefit of local people and thereby sustaining the local economy. The inclusion of a mix of uses within the proposal itself will compliment and extend the existing mix in the immediate neighbourhood, with a view to fostering a sustainable community whereby people are able to meet a wide range of day to day needs close to where they live.
- *Development should promote social inclusion* – by enhancing neighbourhood shopping facilities and delivering comparatively small scale employment premises in an accessible location, the proposals are inclusive of, and will create opportunities for, all sections of the local community.
- *Design and environmental factors should be important considerations in the determination of planning applications* – as evidenced above and in the other documents supporting this planning application, the proposals have had careful regard to key environmental parameters and achieving an appropriate design solution for this location.

5.2 The Development Plan comprises the Regional Spatial Strategy for Yorkshire and the Humber (RSS), and the Barnsley UDP. The RSS, as a strategic planning document, has limited direct relevance to the current proposals, other than to the extent to which it re-emphasises key themes established elsewhere and at the national level.

5.3 At the local level, some progress has been made towards advancing the emerging Local Development Framework (LDF). However, this work remains at a comparatively formative stage in terms of consultation, examination and ultimately adoption, and the weight that can be attached to it should therefore be limited accordingly. The saved policies of the UDP remain most pertinent for development control purposes, with the

emerging LDF providing some additional guidance in terms of the policy direction the Council are seeking to take.

- 5.4 The proposals raise a number of planning issues in relation, for example, to matters of design, access, transportation, traffic generation and landscaping. These matters are addressed in other documents forming part of this application submission. In land use terms, the questions of principle raised by the application relate primarily to the scale and nature of both the employment and retail elements. These are considered in turn, below.

1. PRINCIPLE OF EMPLOYMENT DEVELOPMENT

- 5.5 The first reason for refusal of the planning application for residential development at this location (discussed above in section 3) stated that it is a sustainable employment site, with good access to a potential labour market. In this context, the residential proposal was considered contrary to UDP policy ED7, and to SPG note 24. Conversely, and at the outset, this speaks directly to the suitability of the site for the employment element of the current proposals.
- 5.6 This reason for refusal reflected concerns expressed in consultation responses to that application. For example the Barnsley Development Agency (BDA) observed that whilst no jobs would be lost as a result of the residential proposal, it would bring about the loss of a highly sustainable potential employment site with good access to key markets and a large potential labour market. The BDA also observed that recent successes at Zenith Business Park and Claycliffe Office Park had both proved attractive for end users in traditional B1 and B2 employment uses; further development had at that time also recently been granted for a further 5 acre employment development off Whaley Road.
- 5.7 The BDA considered that the previous use of the site was "sui generis", but that this did not detract from its status and potential as an employment site. They also acknowledged that the previous planning permission for a motel use on the site would have been acceptable in employment terms, in relation to the jobs directly associated with such a facility and the general support it would provide to wider development and regeneration.
- 5.8 The comments made by the BDA were reflected in the consultation response by the Council's Planning Policy Group. They also acknowledged that the site comprises previously developed land within the main urban area of Barnsley, and referred to the allocated site for employment use to the west.

- 5.9 Read as a whole, these comments underline the credentials of the site in terms of sustainability, its status as previously developed land, and the acceptance that it is an appropriate location for employment uses. They also highlight the wider role that uses outside the traditional employment classes (e.g. a motel) can play in job creation and supporting investment and the economy.
- 5.10 The application site is identified as an employment policy area in the adopted UDP (BA5/2, which specifically refers to the range of uses previously carried out here). Under the provisions of policy ED7, this site should remain in employment use, and development will normally be permitted for business, industry, storage and distribution, and other employment generating uses where appropriate. In this context there is in-principle support in the adopted UDP for the employment elements of the current proposal. The specific nature of the employment element of the scheme – i.e. three comparatively small office buildings plus trade counter units – will make an important contribution to broadening the mix of employment uses locally.
- 5.11 Policy ED7 states that retail development will not be permitted in existing employment areas. However, it is of course the case that in this instance the retail element of the proposal represents only a minor component of the overall mixed treatment of the site. The southern section of the site in its entirety, and half of the northern section, will be brought forward for employment use. A number of jobs will also be associated with the retail element. It is also considered that the expansion of the range of facilities available locally to the substantial workforce in this part of Barnsley will play a positive role in supporting, encouraging and attracting employment uses in the area (see more detailed discussion below). Furthermore, inclusion of this comparatively small retail element will make an important contribution to enabling the development as a whole to come forward.
- 5.12 In terms of the issues raised by the criteria for assessing elements of alternative uses on employment sites set out in SPG 24:
1. There would not be any loss of existing jobs, as the site is effectively vacant. Rather, the proposals as a whole would introduce a range of employment opportunities in the office, storage and distribution, retail and service sectors.
 2. The discussion above highlights the acceptance by the Council of this site as an appropriate employment location. The assessment below demonstrates the compliance of the retail element of the proposals with adopted and emerging policy on local shops.

3. The retail element of the proposal is comparatively small, but will help to enable and support the viability of the development of the remainder of the site for employment purposes.
 - A. No buildings remain on the site.
 - B. The development proposal has been designed to retain as far as possible the most important trees across the site, and will offer the opportunity to provide attractive areas of landscaping. The current problems with litter and the unkempt state of part of the site will of course be remedied by the scheme. The proposal offers the opportunity to introduce attractive built development to enhance the appearance of the site, fully integrated with the public house fronting the roundabout. Moreover, the specific nature of the proposed office element, i.e. a collection of three separate and comparatively small scale buildings arranged around a courtyard, landscaping and car parking, and indeed the separate retail / trade counter block, allows a form of development better placed to enhance the visual qualities of this site in this setting than a larger or more monolithic employment scheme.
 - C. The site is well placed relative to the Strategic Highway Network, and also to public transport, underlining its suitability for a range of uses.
 - D. Again, the retail element of the proposal is comparatively small, but will help to enable and support the viability of the development of the remainder of the site for employment purposes.

5.13 In the emerging LDF the site is not allocated for employment use. However, draft (Preferred Options) policy E1 provides that for employment proposal sites and on sites currently in use or last used for business, industry and storage, a range of uses will be allowed, including:

a offices of up to 1,000 square metres;

b industry and light industry;

c storage and distribution;

d vehicle maintenance;

e car sales and showrooms (as long as these uses do not take up more than 10% of any one employment site and as long as any individual car sales use does not cover an area of more than 0.8 hectares); and

f facilities for managing waste.

- 5.14 Draft policy E1 goes on to state that office development over 1,000 sq m will only be allowed if there is no suitable place in a town or district centre.
- 5.15 The employment element of the current proposal is in keeping with the spirit and objectives of draft policy E1. This policy is considered partly relevant in circumstances where the hybrid nature of the most recent use on the site included an employment element. The proposed office element is slightly larger than the indicated limit of 1,000 sq m for out of centre development. However, four observations should be made in this regard.
- 5.16 First, at just over 1,200 sq m, the office element will not be substantially larger than the suggested limit. Second, the proposed design and layout of the southern section of the site has been arrived at to ensure that the proposal is of a scale in keeping with surrounding buildings, avoiding over development whilst making most efficient use of the site. Reducing the level of development here would result in an inefficient and wasteful treatment of this part of the site. Third, there are no defined town or district centres in this part of Barnsley which might be considered in a search for suitable alternative locations (see more detailed discussion of alternative sites below). Fourth, and perhaps most importantly, this indicative limit on floorspace does not appear in the adopted policy; policy E1 is of course only in draft format and given the lack of progress with the Preferred Options the weight to attach to it should be limited accordingly.
- 5.17 Draft policy E1 also states that, "We will refuse planning applications for uses not shown above on sites set aside for employment on the proposals map." The application site is not set aside for employment on the emerging proposals map.
- 5.18 Draft policy E2 considers the alternative use of land currently or last used for employment. As with draft policy E1, this is again considered partly relevant. Addressing the criteria attached to draft policy E2, the discussion above and below demonstrates that the element of alternative (i.e. non-employment) use proposed is entirely in keeping with surrounding land uses. The proposal would be beneficial to employment land supply, by enabling the development of a type of employment use that will add to the variety in the local area. Whilst representing mixed development the use of the site will be predominantly employment – over three quarters of the floorspace created will be in the office and trade counter units.
- 5.19 Read as a whole, adopted and emerging policy is supportive of employment uses on the application site, including office development of a comparatively limited scale. It is considered that the employment component of the current proposal is entirely in keeping with these objectives.

5.20 We estimate that approximately 115 jobs would be associated with the proposed development.

2. PRINCIPLE OF RETAIL DEVELOPMENT

5.21 The retail element of the proposed development will comprise just 529 sq m of accommodation. It is anticipated that this will be subdivided into two units of 279 sq m and 250 sq m, and that the larger of these units will be occupied by a food retailer with a "convenience store" type of operation. The primary objective in retail terms of the proposed development will be to contribute towards meeting the immediate retail needs of those living in residential areas in this part of Barnsley, as well as the substantial local workforce. The development is intended to perform a purely local role.

5.22 Whilst the smaller unit could be occupied by a retail activity, the application also seeks to permit its use for class A3 or A5 purposes generally. As such it may, potentially, be let to for example a café or a take-away, again serving local residential and employment markets. In this context, because this unit is relatively small, and because there is no prospect of it harming residential amenity, the focus of our discussion below is on the larger unit and its anticipated use for convenience retail. No potential occupier has been identified at this stage for this unit. However, it is anticipated that it would be occupied by an operator with a broad convenience role, meeting the day to day needs of the local residential and working population.

5.23 PPS6: Planning for Town Centres (2005) identifies (paragraph 1.1) the key role of the planning system in promoting sustainable and inclusive patterns of development, consistent with the Government's commitment to supporting successful, thriving, safer and inclusive communities. Whilst focusing on the promotion of centres (paragraph 1.3) PPS6 also makes reference to wider objectives (paragraph 1.4) including:

- Enhancing consumer choice by making provision for a range of shopping, leisure and local services which allow genuine choice to meet the needs of the entire community, and particularly excluded groups.
- Supporting an efficient, competitive and innovative retail sector.
- Improving accessibility to ensure that development is accessible and well served by a choice of means of transport.

5.24 Importantly, PPS6 retains the guidance previously set out in its predecessor (PPG6) that, "it is not the role of the planning system to restrict competition, preserve existing commercial interests or to prevent innovation" (paragraph 1.7).

- 5.25 In terms of local shopping provision, PPS6 states (paragraph 2.58) that a positive approach should be taken to planning for local shops within the context of meeting people's day to day needs and helping to address social exclusion.
- 5.26 In general terms, and in the context of development control, PPS6 advises (paragraph 3.4) that evidence from applicants will be required in relation to a range of policy tests. Whilst, in general terms, PPS6 advises that development should satisfy each of these considerations, it confirms that in making decisions, local planning authorities should also consider relevant local issues and other material considerations (paragraph 3.5).
- 5.27 The guidance goes on to advise (paragraph 3.7) that, "the level of detail and type of evidence and analysis required to address the key considerations should be proportionate to the scale and nature of the proposal." This is, of course, of particular relevance to the consideration of a scheme of the very limited scale proposed here. This point is reinforced at paragraph 3.23 of PPS6 which advises that the level of detail required in considering the issue of impact should be proportionate to the scale and nature of the proposals, and that a comprehensive impact assessment addressing each of the issues in paragraph 3.22 of the Statement should only occasionally be necessary for developments smaller than 2,500 sq m (gross). The current proposal is, of course, very considerably smaller than this threshold.
- 5.28 In essence, therefore, support in principle is provided at the national level for local retail development of the nature proposed here, consistent with themes of accessibility and social inclusion. Whilst in general terms centres remain the preferred location for retailing, and development in out of centre locations is required by PPS 6 to be supported by evidence covering a range of policy tests, this should be commensurate with the nature of the proposal, and local issues and other material considerations should also be taken into account.
- 5.29 In Barnsley, the objectives of the adopted UDP also seek to direct retail development to existing centres. However, there are no defined centres at all close to the site or indeed elsewhere in this part of Barnsley. Other objectives include:
- To make adequate provision for retail development consistent with the needs of the community
 - To reflect the needs of individual communities for ready access to convenience based facilities
 - To ensure that less able members of the community have ready access to choice of retail facilities.

5.30 In this context, and in the absence of any defined centres locally, these objectives, speaking to questions of meeting community needs, accessibility to convenience facilities, and accessibility to shopping for the whole community, are particularly relevant to the current proposals. These themes are reflected in adopted UDP policy S6 ("Local Shops"), which states that;

"Local shopping facilities, serving the day to day needs of an immediate locality will be permitted subject to scale, traffic and environmental considerations."

5.31 The supporting text to this policy expands on the role of local "corner shops", noting that, "They are supported and welcomed provided they can be accommodated without detriment to local surroundings and circumstances." The retail element of the current proposal is entirely consistent with this policy.

5.32 A very similar policy direction is set by the emerging LDF (Policies – Preferred Options, Policy SL6: Small local shops);

"Outside existing centres, but within the towns and villages shown on the proposals map, we may allow small convenience shops that meet the daily shopping needs of a local community if:

a the shop or shops proposed would be of a type and in a place that would meet local needs and this need is not already met by existing shops;

b the shop or shops would be less than 500 square metres in total floor area;

c the shop or shops would be located and designed to encourage trips by pedestrians and cyclists; and

d the development would not be designed to encourage car trips."

5.33 The supporting text to this draft policy underlines the important role local shops perform in meeting the day-to-day needs of communities, creating sustainable communities, and reducing the need for people to travel. Larger shops are not supported by this policy, consistent with the overall strategy of encouraging most retailing to take place from existing centres. Similarly, developments with large, dedicated car parks are not supported as the policy is aimed at schemes serving local needs. The supporting text goes on to state that, "Conditions may be attached to planning permission for shops allowed under this policy to restrict the range of goods to be sold, making sure that they continue to serve local, day-to-day needs, rather than comparison goods which may attract customers from further afield."

5.34 In this context, read as a whole, the local planning policy framework raises the following issues in connection with the retail element of the current proposals:

- Scale – retail development should be local in scale; a limit of 500 sq m is suggested in emerging policy. The current proposals extend to 529 sq m and are therefore broadly consistent with this requirement. It should also be noted that no such floorspace limit is imposed by adopted policy, and given the lack of progress with the Preferred Options the weight to attach to it should be limited accordingly
- Role and Function – policy seeks to ensure that development is aimed at meeting the day to day needs of the local population. The application anticipates a small shop selling convenience goods, consistent with this aim. Similarly, the smaller unit adjacent to it could also accommodate local retail, or perform a local service (A3 or A5) function.
- Traffic and Accessibility – these issues are addressed in the Transport Assessment and Design and Access Statement that accompany this application. However, in general terms, the scale and nature of retailing proposed is such that it will not be a major generator of traffic, and the level of car parking provision has been determined accordingly. The site, both internally and externally, is accessible to pedestrians and cyclists. It is also accessible by public transport on a number of bus routes.

5.35 The local planning policy framework also raises the question of local need, and indeed this issue has also been raised by officers. As discussed above there are no defined centres at all close to the site or indeed elsewhere in this part of Barnsley. There is a small shop to the east of the application site on Redbrook Road, and a further small convenience store, a post office / chemist and a barber to the west at Barugh Green, but other than this there are no local retail or service facilities. The overall level of provision is therefore poor. Shops, services and other local facilities are shown on the plan and schedule at Appendix 1. This underlines the paucity of local provision.

5.36 The application site is well placed to meet the needs of those living in the Claycliffe Avenue area and surrounding communities. However, importantly, it is also extremely well placed to meet the day to day needs of the substantial, and indeed growing, local workforce in the neighbouring employment areas and car dealerships. It will enable local workers to meet their everyday basic requirements on foot and without the need to travel elsewhere.

5.37 The main areas of employment locally are shown on the plan and schedule at Appendix 2. We estimate that there is in the order of 68 ha of employment land (developed and

potential) in the vicinity of the application site. A broad estimate of the total potential supportable workforce on this land can be calculated as follows:

- Total land area: 68 ha
- Total potential employment floorspace (assume 30% coverage, single storey): 204,000 sq m
- Total potential workforce (assume average 1 worker per 35 sq m): 5,829

5.38 The local potential workforce is therefore estimated at over 5,800. The average annual spend per worker at their place of work on groceries is some £312, with a further £207 spent on takeaway food (source: CACI "Planning Futures – Local Expenditure Estimates and Forecasts"). On this basis, potential grocery spending by the local workforce amounts to over £1.8 million, whilst potential takeaway food spending by this group amounts to over £1.2 million. The proposed development will play an important role in addressing the local need to serve this market.

5.39 This need is reinforced by the findings of the local business opinion survey (set out in the Consultation Statement submitted as part of this application). Whilst this only identified a limited snapshot of local business sentiment, the employers who did respond were almost all in favour of the development, commenting for example that it would support the improvement of the area, provide much needed facilities for and be beneficial to local businesses, and serve the needs of the local workforce. Respondents indicated that the area was lacking small shops and places to buy lunch, and the proposals would be very useful in that regard. In this context the proposals will make the area more attractive as a location for employment.

5.40 A further survey was undertaken exploring the views of local residents (also set out in the Consultation Statement). This again demonstrates the local support for the application proposals. It shows, for example:

- A new small food store identified most frequently by respondents in terms of improvements that could be made to the local area
- A new small food store, other local shops, and other local services rated as most appealing to be located on the site
- Two thirds of respondents would be likely to use a small food store on the site with a similar proportion likely to use other local shops and three fifths likely to use local services
- The possibility of a cash point on site was also popular amongst respondents

- Over four fifths of comments about an artist's impression of the scheme were positive
- Almost three quarters of respondents had no concerns about the redevelopment of the site beyond the construction phase
- Almost three quarters of respondents would definitely or probably support the development of the site

5.41 Overall, therefore, local people support the prospect of redevelopment of the site, and in particular feel they would benefit from the retail / service element of it.

5.42 Finally, In circumstances where there are no defined centres in this part of Barnsley, there can be no requirement to consider the sequential test as the development is designed specifically to meet a local need. However, officers have asked us to consider whether the identified need could be met at a better site locally, for example from an accessibility perspective. We have therefore undertaken an assessment of sites in the area.

5.43 The detailed findings of this exercise are set out in the plan and schedule at Appendix 3. The starting point was to examine development sites identified in the UDP, and then a street by street survey was undertaken to find other potential locations. In summary, the identified sites are all discounted for a number of reasons including for example:

- Unavailable – already brought forward for other forms of development
- Inappropriate – offer no advantages over the application site in policy or location terms
- Unsuitable – too small, peripheral to the identified demand, or lacking profile

5.44 On this basis, we conclude that the application site is most appropriate in terms of accessibility, meeting local demand, and expanding the range of employment, shop and service development to the benefit of the area.

5.45 In this context it is considered that the retail element of the proposal is (and in fact has been specifically designed to be) consistent with adopted and emerging policy that supports local retail facilities of this nature. It is also consistent with policy themes established at the national level addressing for example accessibility and inclusion, and meeting local needs at the local level, at the most appropriate location.

6. CONCLUSIONS

- 6.1 This statement is submitted in support of a proposed commercial development on land between Claycliffe Road and Barugh Green Road, Barnsley. The planning application seeks permission for the erection of office units and additional employment space, local retail, car parking, access and associated works. The proposals involve the redevelopment of a disused and unsightly parcel of land, and the retention and enhancement of landscaping.
- 6.2 The application site is currently vacant, but was previously used (with adjoining land) as a petrol filling station and MOT testing centre, a garden centre with associated greenhouses, aquatic centre and car parking and, in part, for residential purposes. There is clear evidence of the remains of the buildings that accommodated these former uses, and as such the site should be described as previously developed land. More generally, and since the cessation of its active use, the site has become untidy and unkempt, and it is spoilt in parts by litter and vandalism.
- 6.3 The planning history of the site relates to these uses, to an unimplemented permission for a motel, but also to more recent proposals for comprehensive redevelopment for residential purposes. This was refused for reasons relating to the policy status of the location as an employment site, its perceived unsuitability for residential use, and the loss of trees.
- 6.4 A further planning application was subsequently submitted for an alternative mixed use treatment of the site, but was withdrawn after issues were raised by officers. The current application responds to the Council's position, and seeks to address comprehensively all outstanding matters. The scheme represents the opportunity to bring the site back as an important resource into beneficial use in a sustainable manner, and create an estimated 115 jobs for local people.
- 6.5 The proposal anticipates the development of the site comprising two key elements, focusing office development in the southern section, and mixed employment and retail development in the northern section. Each would be served by its own vehicular access, and pedestrian links would be maintained between the two. The scheme has been designed as a logical extension to the earlier public house development on land immediately to the east which originally formed part of the same land holding. In this way it will bring forward a seamless, comprehensive and well integrated treatment of the site as a whole.

- 6.6 The proposal is consistent with policy objectives relating to the use of previously developed land, sustainability, social inclusion and design. There is in-principle support in the adopted UDP for the employment elements of the development, and emerging policy is also supportive of the scheme. Furthermore, the retail element of the proposal is (and in fact has been specifically designed to be) consistent with adopted and emerging policy that supports local retail facilities of this nature. It is also consistent with policy themes established at the national level addressing accessibility and inclusion, and meeting local needs at the local level.
- 6.7 The local need for the scheme is clearly evident in terms of the gap in the provision of such facilities in this part of Barnsley, the substantial demand associated with the local workforce, as well as the views expressed by local people and businesses in an extensive consultation exercise. The application site is also the most appropriate in terms of accessibility, meeting local demand, and expanding the range of employment, shop and service development to the benefit of the area.

7. CONDITIONS AND S106

7.1 Should the council be minded to approve the planning application, we would expect the grant of permission to be subject to conditions. We would expect that the main areas to be covered might include, inter alia:

- Timing for the commencement of the development
- Permitted uses for the development, and control over the scale and format of the retail element
- Further details required for materials, lighting and landscaping, and requirements for maintenance of landscaping
- Details of operating, service and delivery activity
- Working hours limitations on construction and engineering activities, and controls over deposits on highways
- Details of secure cycle parking, and refuse and waste, facilities
- Control over installation of plant, machinery and equipment
- Completion of highways, parking, access and pedestrian link works prior to the relevant elements of the development being brought into use
- Submission and approval of green travel plan

7.2 Given the scale and nature of development proposed, we do not consider that it will be necessary to enter into any Section 106 legal agreement to enable this development to proceed.

Appendix 1

Local Services and Facilities

Services and facilities in Barugh Green



- | | | | |
|---|--|--|---|
| ● Education Facility | ● Religious Institution | ● Industrial/Offices | — Site |
| ● Sport/Leisure Facility | ● Medical | ● New Housing | |
| ● Local shop | ● Restaurants/Public Houses | ● Bus stops for services | |

Local Shops

1. Barugh Green Pharmacy and Post Office & Debs Barbers
2. Barugh Green supermarket (Premier)
3. Barugh Green Sandwich shop

Restaurants/ Takeaway/ Public Houses

1. Higham public house & Engineers Arms public house
2. The Spencers Arms public house
3. The Crown & Anchor public house & Shukria Indian restaurant and takeaway
4. The Royal Hotel public house
5. The Phoenix public house
6. The Chestnut Tree public house

Sport/ Leisure Facility

1. Barugh Green playing field
2. Gawber playing field
3. Barugh Green Working Mens Club

Medical

1. Barugh Green Pharmacy

Religious Institution

1. Higham Methodist Church
2. Barugh Green Methodist Church and hall

Education Facility

1. Barugh Green Primary School
2. Barugh Green Community Centre & Barugh Green Pre-school

Industrial Estates

1. The Metro Trading Estate
2. Claycliffe Business Park (comprising the following GMC, Complete Safety, Gamak Motors, Floormaster, RC International, Vecam Ltd, Alta Engineering, Ice Plumbing, NG Décor Ltd, New Black, Rentrigh Properties, George Sharman Builders, BOSI, Wytram Ltd, Oakwood Services, Signbase, Hammertons, Hawkins Electrical, Signs Extra, Denmans Electrical Wholesalers Ltd, Jack Doors, Kitchen Kingdom, White Rose Interiors, Stephenson Cook Electrical Wholesalers, D & D Motorcycles, The Pet Store. Also, 2 vacant units)
3. E.B. Equipment
4. Claycliffe Industrial Estate (comprising the following companies Unity Garage, BAPP Industrial Supplies Ltd, James Durrans, Rentagon, BRC Manufacturing, Centenary Storage Systems Ltd)
5. Claycliffe Industrial Estate (comprising the following companies Hewden, IBN Scaffold Access Ltd, V & T, Nationwide Retail Systems, Oakwell Travel, AMCO Amalgated Construction, Compass Holdings Ltd, Compass Engineering Ltd, WBH Developments Ltd, Compass Fabrications Ltd, Portobello Fabrications Ltd, Joe Pole Storage facilities, RC Jones Motor Bodies Ltd, N & S Moorhouse, Mike Tinker Car Body Repairs, Julies Café, Rolled Rigs Ltd, Braithwaite, The Paul Millard Academy, Perrys). There is also an area to be developed as a new business park.
6. Claycliffe Industrial Estate (Zenith Business Park) (comprising the following the Zenith Network Centre, Kerry Foods, Echelan Sport, Hotpoint, Abode, Edmundson Waterhouse Electrical Wholesalers, Plastix, BGGGS Ltd, Denbydale Clothing, CEAG Lighting, Cutting Technology Ltd, OSI, Print City, Moston Claycliffe Office, Citroen, Honda, Vauxhall). There is also more than four vacant units.
7. Toyota car dealership
8. Redbrook Industrial Estate (comprising the following Age Concern Trading, Open College of the Arts, Lilleheden Ltd, Copier Systems Ltd, Dimensions Trading Solutions Ltd, Claritas, Ensafe Consultants Ltd, Hydro Dynamic Products Plc, Sabur Ink Systems, Riviera, Fireside House, De-met Technology Ltd, Regency Patterns Services Ltd, George Sharman & Son, Midcam Engineering Ltd, Essence Contract Ltd, Fibreglass Systems (UK) Ltd, NG Décor, Mc Callu, Chemicals Ltd, Xtraflex Ltd, Trist Draper Hydraulics, CBE Limited, R S & M Engineering Ltd, PC Engineering, Ehrman Kits and Covertop Ltd, Telstar Security Systems, Motor Solutions, Jennings Direct Imaging Ltd, Protocol Training, R Mitchell Motor bodies, Langcross Electrical Services, Natural Cement Distribution, Slater Mechanical Services, HOA 2162 Creative Logistics, Thermal Window Systems, Fersina Systems Ltd, Redbrook Conservatories Ltd). There is also three vacant units.

Appendix 2

Employment Areas



Employment Areas (Illustrative)

- | | |
|---|---|
| Area 1. Claycliffe Business Park (9.7 ha) | Area 2. Claycliffe Industrial Estate (9.2 ha) |
| Area 3. Redbrook Industrial Estate (4.6 ha) | Area 4. Metro Trading Estate (3.7 ha) |
| Area 5. E.B. Equipment building and adjoining land (3.5 ha) | Area 6. Claycliffe Industrial Estate (34.3) |
| Area 7. Barnsley Business Innovation Centre (2.7 ha) | |

Employment Areas Locally

<p>1. Claycliffe Business Park, Cannon Way * Classed as a Premium Regional Site</p>	<p>Overall site area: 9.7 ha 7.5 ha developed - site infrastructure is in (including spine roads) and buildings are available for rent or purchase. B1, B2 B8 use classes. 2.2 ha still available (west of E.B. Equipment and site).</p>
<p>2. Claycliffe Industrial Estate (Zenith Park), Claycliffe Road * Classed as a Premium Regional Site</p>	<p>Overall site area: 9.2 ha 1.2 ha owned by the Langtree Group providing 19 small advance units. B1, B2 B8 use classes. 3.0 ha owned by the Langtree Group providing 8 small/medium advance units. B1, B2 B8 use classes. 3.7 ha owned by Yorkshire Forward has site infrastructure in (including spine roads) and buildings are available for rent or purchase. B1, B2 B8 use classes. 1.2 ha owned by Westleigh Developments providing B1 offices.</p>
<p>3. Redbrook Business Park, Wilthorpe Road</p>	<p>Site area: 4.6 ha Site has already been developed for buildings with B1, B2 B8 uses.</p>
<p>4. R.J. Masters, Metro Trading Estate, Barugh Green Road</p>	<p>Site area: 3.7 ha A haulage, storage and distribution depot. Small industrial units have been provided along the western side of the site.</p>
<p>5. E.B. Equipment building and associated land</p>	<p>Site area: 3.5 ha The premises of E.B. Equipment, a long established agricultural equipment firm. A public house and vacant land formerly used as a garden centre are also included within this area - the vacant land is the subject of the current proposals.</p>
<p>6. Claycliffe Industrial Estate, Claycliffe Lane</p>	<p>Site area: 34.3 ha A well established industrial estate.</p>
<p>7. Barnsley Business Innovation Centre, Innovation Way</p>	<p>Site area: 2.7 ha All phases of development have been built out and it now is a B1 employment site with managed hi-tech incubation workspace.</p>

A total of 68 ha of employment land within the immediate area.

Appendix 3

Assessment of Alternative Sites



- Site 1. Land between Claycliffe Road & Barugh Green Road
- Site 3. Land at Barugh Lane
- Site 5. Deane Hall Farm lane
- Site 7. Claycliffe Industrial Estate
- Site 9. Land at Wilbrook Rise
- Site 11. Redbrook Business Park
- Site 13. Land at Innovation Way
- Site 15. Land north of Wilthorpe Road
- Site 17. Land at Redbrook Close

- Site 2. Metro Trading Estate
- Site 4. Land at Claycliffe Road
- Site 6. Claycliffe Industrial Estate
- Site 8. Dayhouse Farm, Wilthorpe
- Site 10. Land at Wilthorpe Road
- Site 12. Barnsley Business Innovation Centre
- Site 14. E.B. Equipment building & adjacent land
- Site 16. Land at Barugh Green Road

SITE SCHEDULE

Site Number	Site Name
Site 1	Land between Claycliffe Road and Barugh Green Road
Site 2	R.J. Masters, Metro Trading Estate, Barugh Green Road
Site 3	Land at Barugh Lane
Site 4	Land at Claycliffe Road
Site 5	Deane Hall Farm land
Site 6	Claycliffe Industrial Estate, Claycliffe Lane
Site 7	Claycliffe Industrial Estate (Zenith Park), Claycliffe Road
Site 8	Dayhouse Farm, Wilthorpe
Site 9	Land at Wilbrook Rise
Site 10	Land at Wilthorpe Road/Ripley Grove
Site 11	Redbrook Business Park, Wilthorpe Road
Site 12	Barnsley Business Innovation Centre, Innovation Way
Site 13	Land at Innovation Way/Ripley Grove
Site 14	E.B. Equipment building and associated land.
Site 15	Land north of Wilthorpe Road, Redbrook
Site 16	Land at Barugh Green Road
Site 17	Land at Redbrook Close

Site 1	Land between Claycliffe Road and Barugh Green Road
Description	<p>This site is allocated within the Barnsley UDP for development for employment uses under policy BA4 (1).</p> <p>Part of this site has been developed as Claycliffe Business Park for B1, B2 B8 use classes (7.5 ha).</p> <p>Part of the site, north of E.B. Equipment, is still available (2.2 ha) and is currently open space.</p>
Site Area	9.7 ha
Comment	<p>The site is located within an employment zone and as such majority of the site has already being brought forward for this purpose. The majority of this site is therefore not available as it is has already undergone redevelopment for employment uses. The remainder of the site which is still available is allocated for employment purposes and due to its location and setting it is well suited to this use. It offers no advantages over the application site in policy or accessibility terms. On this basis this site is discounted.</p>

Site 2	R.J. Masters, Metro Trading Estate, Barugh Green Road
Description	<p>This site is allocated within the Barnsley UDP as an existing employment area and as such is protected under policy BA5 (1).</p> <p>The site currently contains a haulage, storage and distribution depot. Small industrial units have been provided along the western side of the site. Majority of the units are occupied.</p>
Site Area	3.7 ha
Comment	<p>Existing employment site. The site is not currently available as it is already in employment use. The site may theoretically be available for redevelopment but due to the its location, access and use employment development would remain the most viable option for this site. On this basis this site is discounted.</p>

Site 3	Land at Barugh Lane
Description	<p>This site is allocated for housing within the Barnsley UDP under policy BA1/2.</p> <p>This area consists of three areas of land accessed from Barugh Lane which are now occupied by residential accommodation. The entire site has been developed for housing in accordance with the UDP.</p>
Site Area	2.42 ha
Comment	The site is located within a predominantly residential setting and has already being brought forward for housing. The site is therefore not available as it is has already undergone redevelopment. On this basis this site is discounted.

Site 4	Land at Claycliffe Road
Description	This site is allocated for housing within the Barnsley UDP under policy BA1/3. The entire site has been developed for housing in accordance with the UDP.
Site Area	7.85 ha
Comment	The site is located within a predominantly residential setting and has already being brought forward for housing. The site is therefore not available as it is has already undergone redevelopment. On this basis this site is discounted.

Site 5	Deane Hall Farm land
Description	This site is allocated for housing within the Barnsley UDP under policy BA1/1. The site has been developed for housing in accordance with the UDP.
Site Area	0.79 ha
Comment	The site is located within a predominantly residential setting and as such has already been brought forward for housing. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 6	Claycliffe Industrial Estate, Claycliffe Lane
Description	<p>This site is allocated within the Barnsley UDP as an existing employment area and as such is protected under policy BA5 (3).</p> <p>This site is a well established industrial estate and is occupied by employment units. There are parts of the site which could still be developed, for example, to the north east an area is going to be developed as a new business park providing 2,500-60,000 sqft of factory, warehouse and office space.</p>
Site Area	34.3 ha
Comment	The site is located within an employment zone and as such majority of the site has already being brought forward for this purpose. The majority of this site is therefore not available as it is has already undergone development. The remainder of the site which is still available is allocated for employment purposes and due to its location and setting it is well suited to this use. Moreover, the land that remains available for development is at the periphery of the site and has a low profile. It is less central and less accessible to the identified demand, and is commercially unappealing. It offers no advantages over the application site in policy or accessibility terms. On this basis this site is discounted.

Site 7	Claycliffe Industrial Estate (Zenith Park), Claycliffe Road
Description	<p>This site is allocated within the Barnsley UDP for development for employment uses under policy BA4/2.</p> <p>As the site is in several ownerships it has been brought forward for development at different stages. The site has now been fully developed for the following:</p> <ul style="list-style-type: none"> • 1.2 ha of the site owned by the Langtree Group provides 19 small advance units for B1, B2, B8 uses. • 3.0 ha of the site owned by the Langtree Group provides 8 small/medium advance units for B1, B2, B8 uses. • 3.7 ha of the site owned by Yorkshire Forward has several buildings for B1, B2, B8 use classes. • 1.2 ha of the site owned by Westleigh Developments has several buildings providing B1 office space.
Site Area	9.2 ha
Comment	The site is located within an employment zone and the majority of the site has now been brought forward for this purpose. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 8	Dayhouse Farm, Wilthorpe
Description	This site is allocated for housing within the Barnsley UDP under policy BA1/4. The site has been developed for housing in accordance with the UDP.
Site Area	6.71 ha
Comment	The site is located within a predominantly residential setting and has already been brought forward for housing. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 9	Land at Wilbrook Rise
Description	This site is allocated for housing within the Barnsley UDP under policy BA1/5. The site has been developed for housing in accordance with the UDP.
Site Area	1.8 ha
Comment	The site is located within a predominantly residential setting and has already been brought forward for housing. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 10	Land at Wilthorpe Road/Ripley Grove
Description	This site is allocated for housing within the Barnsley UDP under policy BA1/6. The site has been developed for housing in accordance with the UDP.
Site Area	0.55 ha
Comment	The site is located within a predominantly residential setting and has already been brought forward for housing. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 11	Redbrook Business Park, Wilthorpe Road
Description	This site is allocated within the Barnsley UDP for development for employment uses under policy BA4/3. The site has been developed and provides buildings for B1, B2, B8 uses.
Site Area	4.6 ha
Comment	The site is allocated for employment development and has now been brought forward for this purpose. The site is therefore not available as it is has already undergone redevelopment. On this basis this site is discounted.

Site 12	Barnsley Business Innovation Centre, Innovation Way
Description	This site is allocated within the Barnsley UDP for development for employment uses under policy BA4/4. All phases of development have been built out and it is now a B1 employment site providing 84 units of managed hi-tech incubation workspace varying from 198 to 2,000 sq ft.
Site Area	2.7 ha
Comment	The site is allocated for employment development and the site has now been brought forward for this purpose. The site is therefore not available as it is has already undergone redevelopment. On this basis this site is discounted.

Site 13	Land at Innovation Way/Ripley Grove
Description	This site is allocated for housing within the Barnsley UDP under policy BA1/8. The site has been developed for housing in accordance with the UDP.
Site Area	4.15 ha
Comment	The site is located within a predominantly residential setting and has already been brought forward for housing. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 14	E.B. Equipment building and associated land.
Description	<p>This site is allocated within the Barnsley UDP as an existing employment area.</p> <p>This site contains the premises of E.B. Equipment, a long established agricultural equipment firm, a public house (Chestnut Tree) and vacant land formerly used as a garden centre, garage and dwelling.</p> <p>The vacant land is suitable for redevelopment, and is the subject of the current proposals.</p>
Site Area	3.5 ha
Comment	The majority of this site is occupied by E.B Equipment and the public house and is not available. The vacant part of the site is the subject of the current proposals.

Site 15	Land north of Wilthorpe Road, Redbrook
Description	<p>This site is allocated as land to remain undeveloped within the Barnsley UDP under policy BA11/2.</p> <p>This land is located between two areas of existing development but has no satisfactory means of access. It is also valued locally as open land. In the longer term it may have potential for development if a satisfactory access solution can be found and if the extent and form of development can be satisfactorily related to adjacent development and to the landscape of the Dearne Valley.</p>
Site Area	1.6 ha
Comment	The site is protected and offers no advantage over the application site in policy terms. It is less central and less accessible to the identified demand. On this basis this site is discounted.

Site 16	Land at Barugh Green Road
Description	<p>The site is not allocated for any specific use within the Barnsley UDP. The site is a small area of open space situated in a predominantly residential setting. The site is "L" shaped and is generally level.</p> <p>The site has outline planning permission (reference 2007/0800) for a residential development of one three storey block and one two storey block of nine apartments. The permission was granted on 3 August 2007. The site is currently for sale.</p>
Site Area	0.12 ha
Comment	Residential development is most appropriate for this site. It is too small by some margin for the current proposals. It is also less central and less accessible to the identified demand. On this basis this site is discounted.

Site 17	Land at Redbrook Close
Description	This site is not allocated for any specific use within the Barnsley UDP. The site is currently being developed for housing.
Site Area	0.61 ha
Comment	The site has already been brought forward for housing and is therefore not available as it is currently undergoing redevelopment. On this basis this site is discounted.