

PLOT 2 - LAND TO THE WEST OF SHEFFIELD ROAD, HOYLAND, BARNSELEY

LOW EMISSION STRATEGY

VC-054927-EN-RP-0002

R01

DECEMBER 2022



VANGUARDIA
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DOCUMENT CONTROL

DOCUMENT TITLE	LOW EMISSION STRATEGY	REVISION	01
DOCUMENT NUMBER	VC-054927-EN-RP-0002	ISSUE DATE	DECEMBER 2022
PROJECT NUMBER	054927	AUTHOR	SG
STATUS	ISSUE	CHECKED	CW
ISSUED TO	CLIENT	PASSED	SG

REVISION HISTORY

REVISION	NOTES	DATE ISSUED
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1. INTRODUCTION

- 1.1. Vanguardia has been commissioned by Winvic to prepare this Low Emission Strategy (LES) in order to discharge planning condition no. 7, as part of the approved development (planning ref: 2021/1159) located on land to the west of Sheffield Road, Hoyland, Barnsley. An illustration of the site layout is shown in Figure 1.

Figure 1 Site Location



- 1.2. The original outline planning consent is for the:

“Full Planning Application for the development of 2 No. storage and distribution units (Class B8) with ancillary offices, including creation of access roads, parking, associated landscaping and infrastructure.”

- 1.3. Condition no. 7 states:

“Upon commencement of the development of Plot 2, detailed specifications of agreed air quality mitigation measures as an Air Quality Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The development shall be thereafter be undertaken in accordance with the approved details

Reason: In the interests of minimising the impact of the proposal on air quality in accordance with Local Plan Policy Poll 1.

- 1.4. An air quality assessment¹ for the development was carried out in support of the original planning application. As part of the assessment, an Air Quality Damage Calculation was undertaken in line with the Barnsley Metropolitan Borough Council (BMBC) (2021)² Air Quality and Emissions, Good Practice Planning Guidance, which concluded that the total impacts on the local air quality would be a central monetary figure of £148,791 In line with the guidance, this monetary figure determines the amount (value) of mitigation that is expected to be spent on measures to mitigate the impacts.
- 1.5. To note, the approved scheme is a speculative development and therefore at this stage it is not possible to specify the exact air quality mitigation measures that will be in place, and this document will have to be updated prior to occupation.

¹ Vanguardia, 2021. Hoyland West Plot 2 – Air Quality Assessment

² Barnsley Metropolitan Borough Council, 2021. *Air Quality and Emissions , Good Practice Planning Guidance.*

2. STRATEGY CONTEXT

NATIONAL STRATEGY

Low Emission Strategy

- 2.1. The Department for Environment, Food and Rural Affairs (DEFRA) Low Emissions Strategies (using the planning system to reduce transport emissions) Good Practice Guidance³ was released in January 2010. The guidance was:

“principally for local authorities in England to refer to when carrying out local air quality management. It is intended to help demonstrate how the planning system may be used to reduce air emissions from transport. In doing so, it encourages authorities to take a joined-up approach, tackling toxic air pollutants and greenhouse gases together. The guidance explains the underlying principles of Low Emission Strategies and outlines how they can be deployed. It also describes typical measures included in Low Emission Strategies and presents a number of current practice examples.”

LOCAL LEGISLATION, PLANNING POLICY AND STRATEGY

Barnsley Metropolitan Borough Council: Air Quality and Emissions, Good Practice Planning Guidance

- 2.2. The BMBC (2021) guidance sets out considerations of air quality impacts associated with developments.
- 2.3. The guidance explains how to classify developments as either ‘Minor,’ ‘Medium’ or ‘Major’ and the mitigation strategies associated with each, including when to incorporate an air quality assessment and/or an exposure assessment, as well as providing information as to what mitigation will be required depending on the classification of a proposed development. This document has been considered within Section 3 of this report.

AIR QUALITY ACTION PLAN

National Air Quality Action Plan

- 2.4. DEFRA has produced an Air Quality Action Plan⁴ to tackle roadside nitrogen dioxide (NO₂) throughout the United Kingdom. Along with a package of infrastructure, initiatives and grants, the plan requires Local Authorities to produce local action plans by March 2018, with the aim

³ Department for Environment, Food and Rural Affairs, 2010. *Low Emissions Strategies (using the planning system to reduce transport emissions) Good Practice Guidance*

⁴ Department for Environment, Food and Rural Affairs, 2018. *UK plan for tackling roadside nitrogen dioxide concentrations*

of reducing the air quality concentrations below the objective as soon as practically possible, should they be predicting exceedances of the air quality objectives beyond 2020.

Local Air Quality Action Plan

- 2.5. The latest BMBC Air Quality Action Plan⁵ (AQAP) was produced in 2017, and further updated in 2019. The document sets out twenty-six measures to aid in reducing emissions.
- 2.6. Further details on these measures are set out in the AQAP and their progress is monitored through the latest Air Quality Annual Status Report⁶ (ASR).

⁵ Barnsley Metropolitan Borough Council (2017) Air Quality Action Plan

⁶ Barnsley Metropolitan Borough Council, 2021. *2021 Air Quality Annual Status Report (ASR)*.

3. MITIGATION MEASURES

APPROACH

3.1. Based on the BMBC guidance, the expectation for Major Developments (such as the one associated with this LES) is the requirement for 'Type 3' mitigation as set out in the BMBC (2021) guidance. As previously advised, this would be for a value of up to £148,791.

3.2. Type 3 Mitigation within this document includes:

"Support measures to reduce the need to travel:

- *Alternative working practices – flexitime, teleworking, homeworking, videoconferencing, compressed work periods.*
- *Local sourcing of staff, products and raw materials.*
- *Development and use of hub distribution centres employing low emission deliveries.*
- *Provision of discounted on-site shopping, eating, child-care, banking facilities.*

Support measures to reduce private car use:

- *Development of car clubs and car sharing with financial incentives and promotion.*
- *Use of pooled low emission vehicles – cars, vans, taxis, bicycles.*
- *Provision of dedicated low emission shuttle bus including managed pick-up and drop-off.*
- *Contribution to the emerging low emission vehicle infrastructure.*
- *Contribution to site low emission waste collection services.*
- *Incentives for the take-up of low emission vehicle technologies and fuels.*
- *Support driver training schemes.*

Measures to support improved public transport:

- *Provision of new or enhanced public transport services to the site.*
- *Shuttle services to public transport interchange, rail station or park and ride facilities.*
- *Support improving information services for public transport.*

- *Promoting low emission bus service provision.*
- *Support air quality monitoring programmes.*

Further measures to promote cycling and walking:

- *Improvements to district walking and cycling networks including lighting, shelters, and information points and timetables.*
- *Support cycle and training awareness schemes.*
- *Bike/e-bike hiring schemes.*
- *Guaranteed ride home in emergencies.*
- *Support secure and safe cycle parking facilities.*

Further measures to promote sustainable travel plans:

- *Support local travel to school and school travel plans initiatives.*
- *Marketing aimed at encouraging a switch to sustainable modes with incentives.*
- *Promotion of subsidised/sponsored travel plan measures through social or other media*
- *Supporting community/local organisation groups to promote sustainable travel."*

3.3. It is recommended that once the end users are known the above potential mitigation measures are considered against the calculated monetary figure.

4. CONCLUSIONS

- 4.1. In line with the outcome of the original air quality assessment, which subsequently considered the most up to date BMBC (2021) guidance, a damage cost calculation concluded that mitigation measures of a value of £148,791 were required to mitigate the associated air quality impacts.
- 4.2. Examples of Type 3 mitigation measures that have been outlined in the BMBC (2021) guidance document have been set out in Section 3.
- 4.3. On the basis the proposed development is a speculative development, it is not possible at this stage to sign up / implement any specific air quality mitigation measures which will be in place. This LES sets out indicative options to consider prior to the occupation of the known future user(s).
- 4.4. It has been agreed with BMBC that within three months of occupation, an operational Air Quality Mitigation Strategy will be submitted by the occupier for the Council's written approval. This will set out in detail the air quality mitigation measures that will be employed at the site to reduce operational emissions with reference to the Council's published air quality guidance.



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