

Planning Statement

Land off Dearne Valley Parkway,

Barnsley, S70 5SZ

Hartwood Estates Ltd

4 April 2019

Our reference: 522

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Appendix 1: Travelodge employment statement

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1 Introduction

1.1 This Planning Statement has been prepared by Smith Jenkins Ltd on behalf of Hartwood Estates Ltd, the applicant.

1.2 The statement supports the following planning application:

"Outline application for employment led, mixed use development comprising of Employment Units (B1c/B8), a Hotel (C1) and Food and Drink units (A3), with all matters reserved other than Access."

1.3 The statement has been prepared to consider the proposed development against the Development Plan, the National Planning Policy Framework (NPPF 2018) and all other material considerations.

1.4 This statement should be read in conjunction with the submitted drawings and documents outlined below.

- Drawing no.13 4806 102C - Location Plan.
- Drawing no.13 4806 105B - Proposed Land Use Plan.
- Drawing no.13 4806 103B - Indicative Site Layout.
- Design and Access Statement, prepared by Smith Jenkins.
- Transport Assessment, prepared by Bryan G Hall.
- Framework Travel Plan, prepared by Bryan G Hall.
- Drainage Statement, prepared by Bryan G Hall.
- Flood Risk Assessment, prepared by RWO Associates.
- Ecological Impact Assessment, prepared by Enzygo.
- Noise Assessment, prepared by Enzygo.
- Arboricultural Impact Assessment, prepared by Bowland Tree Consultancy.

1.5 It is considered that the planning application provides sufficient information in order to allow Barnsley Metropolitan Borough Council to properly consider the application.

1.6 The remainder of the report is set out as follows:

Section 2, Site Context and Planning History: provides a description of the site and the surrounding area in addition to setting out relevant planning history.

Section 3, Proposed Development: provides a detailed description of the proposed development, highlighting the key aspects of the scheme.

Section 4, Planning Policy: sets out the planning policy framework against which the planning application should be assessed.

Section 5, Planning Assessment: General Planning Considerations: provides an analysis of the material planning considerations pertinent to the proposed development and provides a detailed justification for the development and outlines the findings of the supporting specialist reports.

Section 6, Summary and Conclusion: summarises the key features and benefits of the proposed development and the reasons as to why planning permission should be granted.

2 Site Context and Planning History

Site Context

- 2.1 This section provides a description of the site and the surrounding area in addition to setting out relevant planning history of the site and other nearby sites.
- 2.2 The application site can be identified from the accompanying Site Location Plan (drawing ref: 13 4806 102 - C). The site is located in close proximity to Junction 36 of the M1, adjacent to Dearne Valley Parkway (A6195). The site (the red dot on the map below) is some 6 km from Barnsley Town Centre, which is to the north of the site, and approximately 10km from Rotherham to the south east of the site, as shown in Figure 1 below.

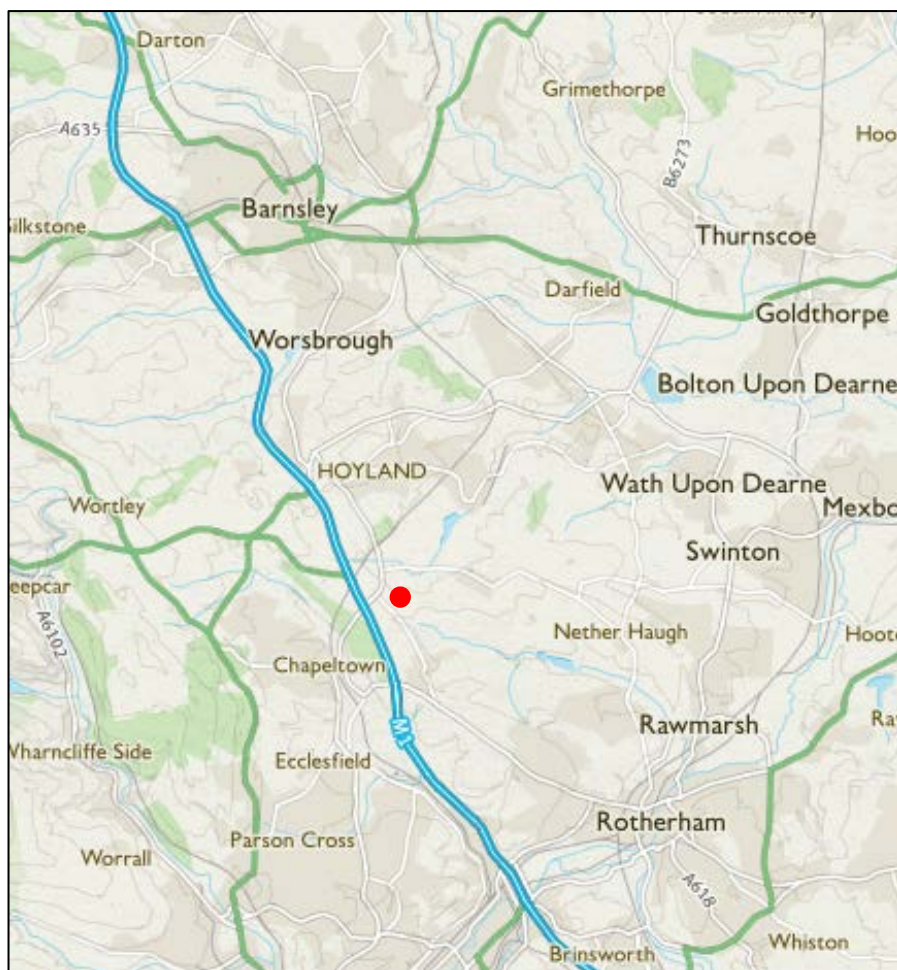


Figure 1. Location of site in the context of the closest major towns and cities.

- 2.3 In closer proximity are the settlements of Birdwell and Hoyland, located to the northwest and east respectively. An industrial estate and a Highways Agency Maintenance Compound are located immediately north west and south west of the site, and share boundaries with it.
- 2.4 Immediately to the north of the site (outlined in blue in the below Figure 2) is an area of land which has been developed with a BP petrol filling station, and a Costa Drive Thru (A3 use).

- 2.5 Further to the north of the site, and adjacent to the settlement of Birdwell, is an employment area (outlined in orange in Figure 2) with a number B1b/c & B8 units, a Car Supermarket, as well as a Public House (Dearne Valley Farm), and other A3/A5 uses (KFC, Dunkin Donuts, Taco Bell).
- 2.6 On the opposite side of Dearne Valley Parkway is an area of currently undeveloped land (outlined in purple in Figure 2) that has permission for an A3 café / drive through.
- 2.7 The planning history of these parcels of land is described below.

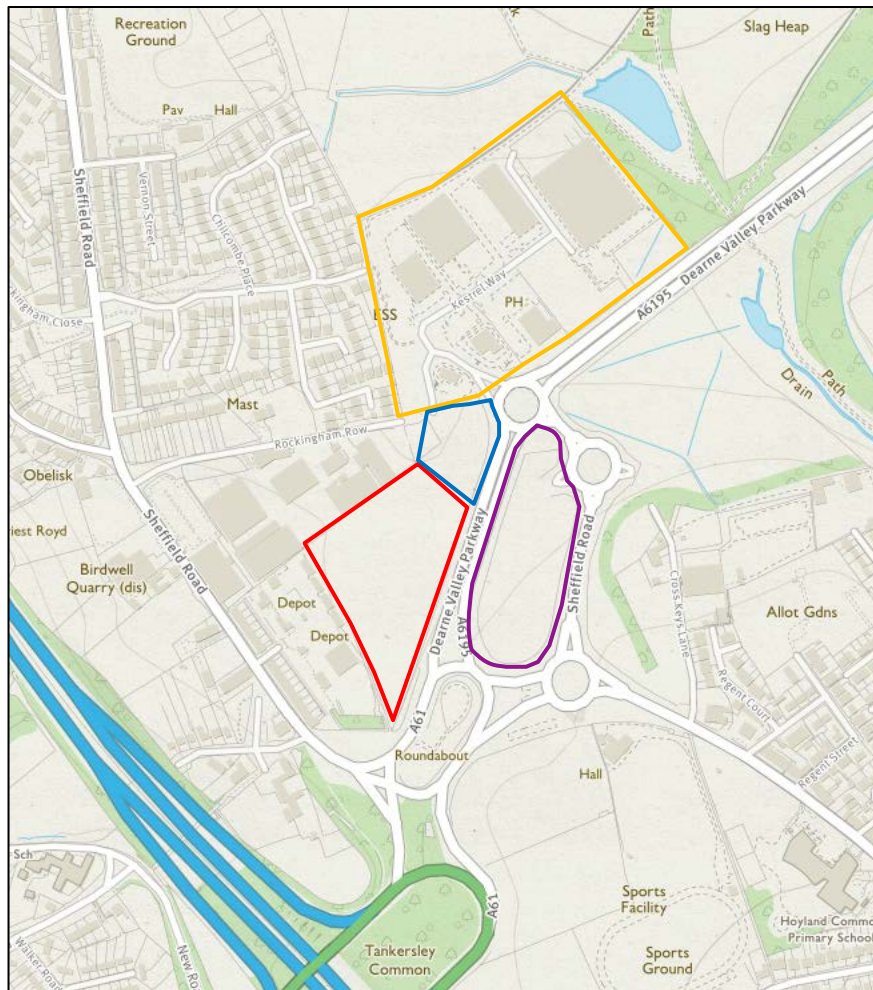


Figure 2. Location of the application site and neighbouring relevant sites.

- 2.8 The current application site has built development on three of its sides with Dearne Valley Parkway forming the fourth. The site is relatively uniform in shape although it tapers to a sharp corner to the south. The total site area is approximately 2ha.
- 2.9 The site is currently undeveloped but has been largely stripped of vegetation, other than a small number of trees and groups of shrubs along its south west boundary, as it was used during the construction of adjacent sites. A totem sign has been erected in the southern corner of the site advertising the petrol filling station and drive-thru coffee shop. Electricity overhead cables run across the site from the oval roundabout on Dearne Valley Parkway running in a north westerly direction, with pylons located on the boundary with Dearne Valley Parkway and adjacent to the pumping station just outside the site boundary.

Planning History and Background

- 2.10 Dearne Valley Parkway has been recently reconfigured, under planning application ref. 2014/1516 to address existing issues and to facilitate the development of the area.
- 2.11 The most relevant planning history of the areas outlined in red and blue in Figure 2 above is set out below; in short consisting of an outline permission for an employment led mixed use scheme covering both the areas, with later a reserved matters approval for the area outlined in blue.

Application ref:	Proposal	Decision
2014/1452	Erection of employment led mixed use scheme comprising office (B1), general industry (B2), warehouse/distribution (B8), food and drink (A3/A4/A5), hotel (C1) and petrol filling station/fast food restaurant (Sui Generis/A3) and associated infrastructure (Outline) (Amended Plans and Site Area)	Approved 24/04/2015
2017/1094	Erection of petrol filling station, petrol filling station shop and drive through café - Reserved matters of outline planning permission 2014/1452 (access, appearance, landscaping, layout and scale)	Approved 09/02/2018
2018/0254	Removal of condition 3 (Delivery Times) from previously approved 2017/1094 - Erection of petrol filling station, shop and drive-thru cafe (Reserved Matters).	Approved 27/04/2018
2018/0267	Various illuminated and non-illuminated signage to proposed petrol filling station and coffee shop including drive-thru.	Approved 17/04/2018
2018/0525/INVALID	Application submitted as a reserved matters application for the remained of the site but was considered to be invalid due to the floorspace proposed; thereafter the outline planning permission expired.	No decision

- 2.12 The approved outline permission covered both areas outlined in red and blue within Figure. 2. A Masterplan was submitted as part of this application which showed an indicative layout for the site and included various: Use Class B1/B2/B8 units, a 50 bed Hotel with fast food restaurant, a Sui Generis/A3 unit (Petrol Station) and A3/A4/A5 units. An indicative road layout was also shown within the Masterplan.
- 2.13 The reserved matters related to the blue site area only, comprising of the now built out petrol filling station and Costa unit. Under these works estate roads were constructed that will now also serve the site outlined in red. The estate road currently terminates close to the boundary between the blue and red land.
- 2.14 The invalid application in the table above was submitted for reserved matters relating to the hotel element of the scheme, within the red land. However, the Council ultimately considered the application to be invalid due to the floorspace proposed and during the validation process the outline permission expired.

2.15 The planning history for the employment site to the north (outlined in orange in Figure 2.) consists of:

Application ref:	Proposal	Decision
2014/1055	Formation of access roadway and associated infrastructure (Full). Outline planning application for a phased, mixed-use development comprising employment uses (B1bc/B8 with ancillary office B1a), hotel (C1) and/or car showroom/garage (sui generis/B2) and food & drink (A3, A4, A5) with associated infrastructure.	Approved 23/01/2015
2015/0091	Development of three employment units at plots 2, 3 and 4, substation, spur road, sustainable drainage system and landscaping - (approval of reserved matters pursuant to application 2014/1055).	Approved 24/03/2015
2015/0954	Development of one employment unit (Unit 5) at plot 5/6 with associated service yard, parking and landscaping (Reserved Matters) of application 2014/1055 - Formation of access roadway and associated infrastructure (Full). Outline planning application for a phased, mixed-use development comprising employment uses (B1bc/B8 with ancillary office B1a), hotel (C1) and/or car showroom/garage (sui generis/B2) and food & drink (A3, A4, A5) with associated infrastructure.	Approved 04/12/2015
2015/1118	Variation of conditions 3, 4, 6, 10 and 12 of app 2014/1055 - Formation of access roadway and associated infrastructure (Full). Outline planning application for a phased, mixed-use development comprising employment uses (B1bc/B8 with ancillary office B1a), hotel (C1) and/or car showroom/garage (sui generis/B2) and food & drink (A3, A4, A5) with associated infrastructure.	Approved 10/12/2015
2017/0276	Construction of restaurant with drive through facility and associated parking and landscaping (Application for the approval of appearance, landscaping, layout and scale reserved matters for unit 9 relating to outline planning permission 2014/1055)	Approved 01/09/2017
2017/0443	Application for the approval of the details of conditions 15, 22, 27 of outline planning permission 2015/1118 and condition 4 of associated approval of reserved matters application 2015/0954 - Development of one employment unit (Unit 5) at plot 5/6 with associated service yard, parking and landscaping	Approved
2017/1611	Flexible change of use of business unit and car park (Use Class B1bc/B8) to a car supermarket (Use Class Sui Generis) or business unit and car park (Use Class B1bc/B8)	Approved 07/02/2018

2.16 This site has more planning history than the application site given it covers a larger area and there have been revisions to schemes during development of the site. Mostly notably, there have been revisions to the scheme which have changed the overall percentage of employment uses within the site. The outline permission for the site included approximately 70% of the site being used for employment uses, spread over a number of buildings. The most recent planning permission (ref. 2017/1611) allowed for one of the approved Use Class B1bc/B8 units to become a car supermarket (Sui Generis) or business unit and car park (Use Class B1bc/B8). This permission has been implemented with a car supermarket occupying this unit. This has reduced the percentage of employment uses within the site to approximately 60%.

2.17 The planning history for the site to the east (outlined in purple in Figure 2.) is limited and comprises:

Application ref:	Proposal	Decision
2018/0745	Erection of A3 café and drive through facility with provision of associated access, parking and substation	Approved 10/08/2018
2018/1334	Variation of condition 2 (approved plans) of planning permission 2018/0745 to enable changes to approved elevation plans - Erection of A3 café and drive through facility with provision of associated access, parking and substation	Approved 29/11/2018

2.18 The above applications relate only to the northern most section of the site outlined in purple in Figure 2. Application 2018/0745 granted permission for a Starbucks Café and Drive Thru, with the subsequent permission changing the design of the building itself. Both of the permissions had a condition imposed on them which outlined that of the remaining undeveloped land, only a maximum of 40% could be used for non-employment uses. This therefore essentially sets out a requirement for a 60%/40% split between employment and non-employment uses.

3 Proposed Development

- 3.1 This section provides a detailed description of the proposed development, highlighting the key aspects of the scheme.
- 3.2 The development for which outline permission is sought is an employment led, mixed use development comprising of Employment units (B1c/B8), a Hotel (C1) and Food and Drink units (A3), with all matters reserved other than Access.
- 3.3 As specified in the description of development, the application is in outline with all matters reserved other than Access. The application is nevertheless supported by a range of plans and reports which demonstrate that the form of development described can be delivered on site. The submitted plans include a Proposed Land Use Plan which sets out the areas for each proposed use within the site. This plan can be secured by condition if the Council wish to fix the location of these land uses, prior to later reserved matters stages.
- 3.4 These proposed uses and floor areas are:
- 1,374 sqm of Use Class B1(c)
 - 4,050 sqm of Use Class B8;
 - 2,173 sqm of Use Class C1 (69-bed hotel); and
 - 490 sqm Use Class A3, located on the ground floor of the hotel.
- 3.5 The proposed development has been designed in a similar manner to the approved masterplan from the previous outline permission, with the B1(c) and B8 uses to the southwest end of the site and the hotel adjacent to the other commercial buildings to the north. The exact layout of the development will be defined at reserved matters stage, however, an Indicative Site Layout is submitted as part of the application to show that the proposed land uses, their associated parking areas and landscaping can be sufficiently accommodated within the application site. It is not intended that this Indicative Site Layout is a plan to be tied into the grant of outline permission.
- 3.6 At this stage, the proposed hotel is shown set back from the frontage with Dearne Valley Parkway due to the existence of overhead cables which cross the site. An easement for the overhead cables is shown purple hatched on the Indicative Site Layout and the hotel is shown sited away from the cables. If it is possible for the cables to be removed/buried, the reserved matters could move the hotel further to the Dearne Valley Parkway road frontage. It is for this principal reason that Layout is not being determined at outline stage.
- 3.7 As well as Layout, the Scale of each building will be set at reserved matters stage, with heights of buildings likely to be between one and four storeys depending on the use. The B8 Storage and Distribution building will be the largest in terms of footprint given the needs of businesses that are likely to occupy this use. The hotel is likely to be the tallest development, at four storeys, in order to accommodate the A3 uses at ground floor and the necessary number of bedrooms above to make the hotel viable.
- 3.8 Appearance and landscaping are for reserved matters stage.

4 Planning Policy

- 4.1 This section of the report sets out the most relevant planning policy for the proposed development.
- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 4.3 The Development Plan for Barnsley comprises the newly adopted BMDC Local Plan (2019).
- 4.4 In addition to the adopted Development Plan, the National Planning Policy Framework (2019) is a material considerations in the determination of the application.

Barnsley Local Plan (2019)

- 4.5 The site is allocated as land for employment use (ES14), alongside two adjacent sites also allocated as ES14. These site allocations and others in the surrounding area are shown on the below Policies Map extract.

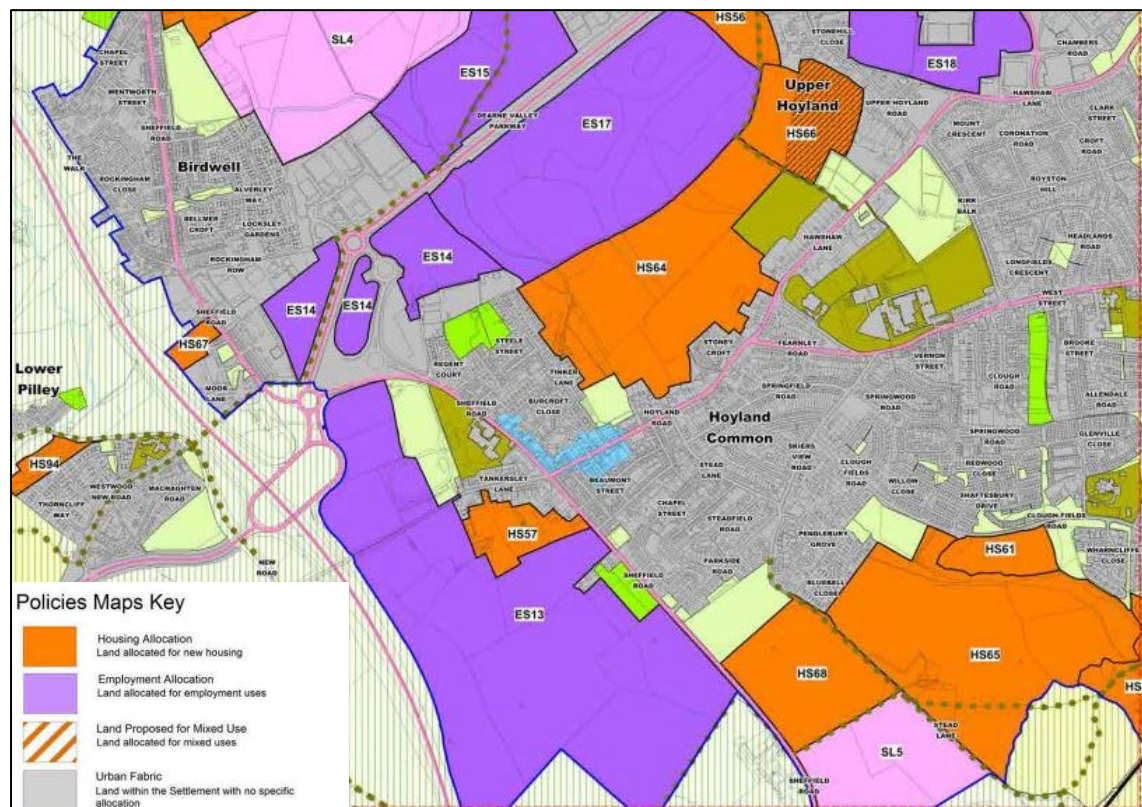


Figure 3. Extract of Barnsley Local Plan 2019 Policies Map

- 4.6 Policy E1 (Providing Strategic Employment Locations) allocates 297ha of land to meet the development needs of existing and future industry and business up to 2033.
- 4.7 Policy E2 (The Distribution of New Employment Sites) sets out that 110.9ha is allocated to Hoyland, which is the largest allocation, followed by Goldthope (80.9ha) and then Urban Barnsley (64.6ha).

- 4.8 Site ES14 (Rockingham) sets out that the allocation covers 8.9ha and will be the subject of a Masterplan Framework covering a number of sites including housing site references: HS64; HS66; HS56 and employment site references: ES14 and ES17.

"The development will be expected to:

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

- 4.9 Policy E3 (Uses on employment land) sets out that on allocated Employment Sites, or land currently or last used for employment purposes, the following uses will be allowed: 1 - Research and development, and light industry; 2 - General industrial; 3 - Storage or distribution. Ancillary uses are allowed where they are appropriate in scale. Proposals for other employment generating uses may be considered on their merits, particularly in terms of providing jobs, skills and their contribution to the borough's GVA (Gross Value Added).

- 4.10 Policy E4 (Protecting Existing Employment Land) states:

"Land or premises currently or last used for employment purposes will be retained in order to safeguard existing or potential jobs. The development of employment land and premises for non-employment uses will only take place if:

- Development would not result in a significant loss of existing jobs or employment potential;*
- There will still be an adequate supply of employment land or premises in the locality; and*
- The land or premises cannot satisfactorily support continued employment use.*

If the above criteria can be satisfied then redevelopment will be allowed."

- 4.11 Policy E5 (Promoting Tourism and encouraging Cultural Provision) sets out that the Council will promote tourism and encourage the growth and development of cultural provision.
- 4.12 Policy GD1 (General Development) supports development where, amongst other things, there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents; they are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land and they will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land.
- 4.13 Policy T3 (New Development and Sustainable Travel) expects new development to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists. The policy also sets out the expectation for the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people as well as requiring developments to provide a transport statement or assessment in line with guidance set out in the NPPF.

- 4.14 Policy TC1 (Town Centres) confirms that support will be given to maintaining and enhancing the vitality and viability of a hierarchy of centres: Town - Barnsley Town Centre; District - Cudworth, Hoyland, Wombwell, Goldthorpe, Penistone, Royston; Local – Various. A sequential approach will be used to assess proposals for new retail and town centre development. Edge of centre and out of centre development will only be allowed where it meets the requirements of NPPF.
- 4.15 Policy TC3 (Thresholds for Impact Assessments) sets out thresholds for impact assessments for retail and leisure uses but does not require other town centre uses such as hotels to be subject to an impact assessment. The Policy sets out size threshold for retail and leisure developments outside Barnsley Town Centre (2,500 sqm gross), District Centres (1,000 sqm gross) and Local Centres (500sqm) which are within the catchment of the Town/District Centre.
- 4.16 Policy CC1 (Climate Change) seeks to reduce the causes of and adapt to the future impacts of climate change including locating and designing development to reduce the risk of flooding. The policy also looks to maximise biodiversity and geodiversity opportunities in and around new developments.
- 4.17 Policy CC3 (Flood Risk) aims to reduce the extent and impact of flooding by not permitting new development where it would be at an unacceptable risk of flooding from any sources of flooding, or would give rise to flooding elsewhere. The policy requires site-specific Flood Risk Assessments (FRAs) for proposals over 1 hectare in Flood Zone 1 and all proposals in Flood Zones 2 and 3.
- 4.18 Policy BIO1 (Biodiversity and Geodiversity) expects developments to conserve and enhance the biodiversity of the borough by protecting and improving habitats, species and sites of ecological value.
- 4.19 Policy Poll1 (Pollution Control and Protection) expects developments to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

National Planning Policy Framework (2019)

- 4.20 The NPPF does not change the statutory status of the Development Plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless material considerations indicate otherwise (paragraph 47).
- 4.21 At the heart of the NPPF is the presumption in favour of sustainable development. For decision taking, this means:
- Approving development proposals that accord with an up-to-date development plan without delay; or
 - Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - o The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or
 - o Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- 4.22 The NPPF seeks to secure economic growth in order to create jobs and prosperity. Section 7 'Ensuring the vitality of Town Centres' states that policies and decisions should support the role that Town Centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation (Paragraph 85).
- 4.23 Paragraph 86 states that Local planning authorities should apply a sequential test to planning applications for main Town Centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main Town Centre uses should be located in Town Centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. Hotels and retail are amongst defined town centre uses.
- 4.24 Paragraph 87 states that when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

National Planning Policy Guidance (2014)

- 4.25 The planning practice guidance was published in March 2014, to support the NPPF 2012 and the planning system. The NPPG was updated in September 2018 to reflect changes to the revised NPPF 2018. The NPPG in advising on the sequential test states:

"It is for the applicant to demonstrate compliance with the sequential test (and failure to undertake a sequential assessment could in itself constitute a reason for refusing permission). Wherever possible, the local planning authority should support the applicant in undertaking the sequential test, including sharing any relevant information. The application of the test should be proportionate and appropriate for the given proposal. Where appropriate, the potential suitability of alternative sites should be discussed between the developer and local planning authority at the earliest opportunity".

The checklist below sets out the considerations that should be taken into account in determining whether a proposal complies with the sequential test:

- *"With due regard to the requirement to demonstrate flexibility, has the suitability of more central sites to accommodate the proposal been considered? Where the proposal would be located in an edge of centre or out of centre location, preference should be given to accessible sites that are well connected to the Town Centre. Any associated reasoning should be set out clearly.*
- *Is there scope for flexibility in the format and/or scale of the proposal? It is not necessary to demonstrate that a potential Town Centre or edge of Centre site can accommodate precisely the scale and form of development being proposed, but rather to consider what contribution more central sites are able to make individually to accommodate the proposal."*

5 Planning Assessment

- 5.1 This section seeks to address the key planning issues associated with the proposals and demonstrates their compliance with adopted planning policy.
- 5.2 The application is in outline with all matters reserved (Layout, Scale, Appearance, and Landscaping) for future determination, other than Access which is requested to be considered as part of this application. The acceptability in principle of the development is therefore the most fundamental material consideration to determination of the application.
- 5.3 As outlined in Section 3, the application is supported by detailed reports and plans to demonstrate how the development can be delivered with due regard to the constraints that affect the site. The consideration of the application rests upon a careful assessment of the following issues, which we address in turn below:
- Principle of Development
 - Town Centre Assessment
 - Access and Highways
 - Environmental considerations of:
 - i. Flood Risk and Drainage
 - ii. Ecology
 - iii. Trees
 - iv. Noise

Principle of Development

- 5.4 The principle of development has been broadly established through the approved outline permission for the wider site which included various employment uses, a hotel and food and drink uses. This permission was granted in 2014, with reserved matters being approved for part of the site.
- 5.5 As the outline permission has now expired, without reserved matters being submitted for the remaining site, the current application effectively seeks to reapply for outline permission for the remaining undeveloped part of the wider site.
- 5.6 Whilst this expired permission cannot be used as a formal fall-back position (i.e. it can no longer be implemented for the remaining area of undeveloped land) it clearly establishes that a mix of employment and non-employment uses is appropriate in this location.
- 5.7 The 2014 outline approved the following floorspace for each land use:
- 600 sqm class A3/A4 units.
 - 1300 sqm class C1 50-bed hotel.
 - 500 sqm sui generis petrol filling station (PFS).
 - 2000 sqm class B1 business units.
 - 500 sqm class B2 industrial units.
 - 1000 sqm class B1/B2 units.
 - 2287 sqm class B8 storage/distribution unit.

5.8 This represents a 70.7% / 29.3% split between employment uses and non-employment uses. This split was conditioned (No.5) in the permission, by way of controlling the total floorspace (8,187 sqm) and the floorspace of the non-employment uses (2,400 sqm).

5.9 The approved 2014 Masterplan is shown below

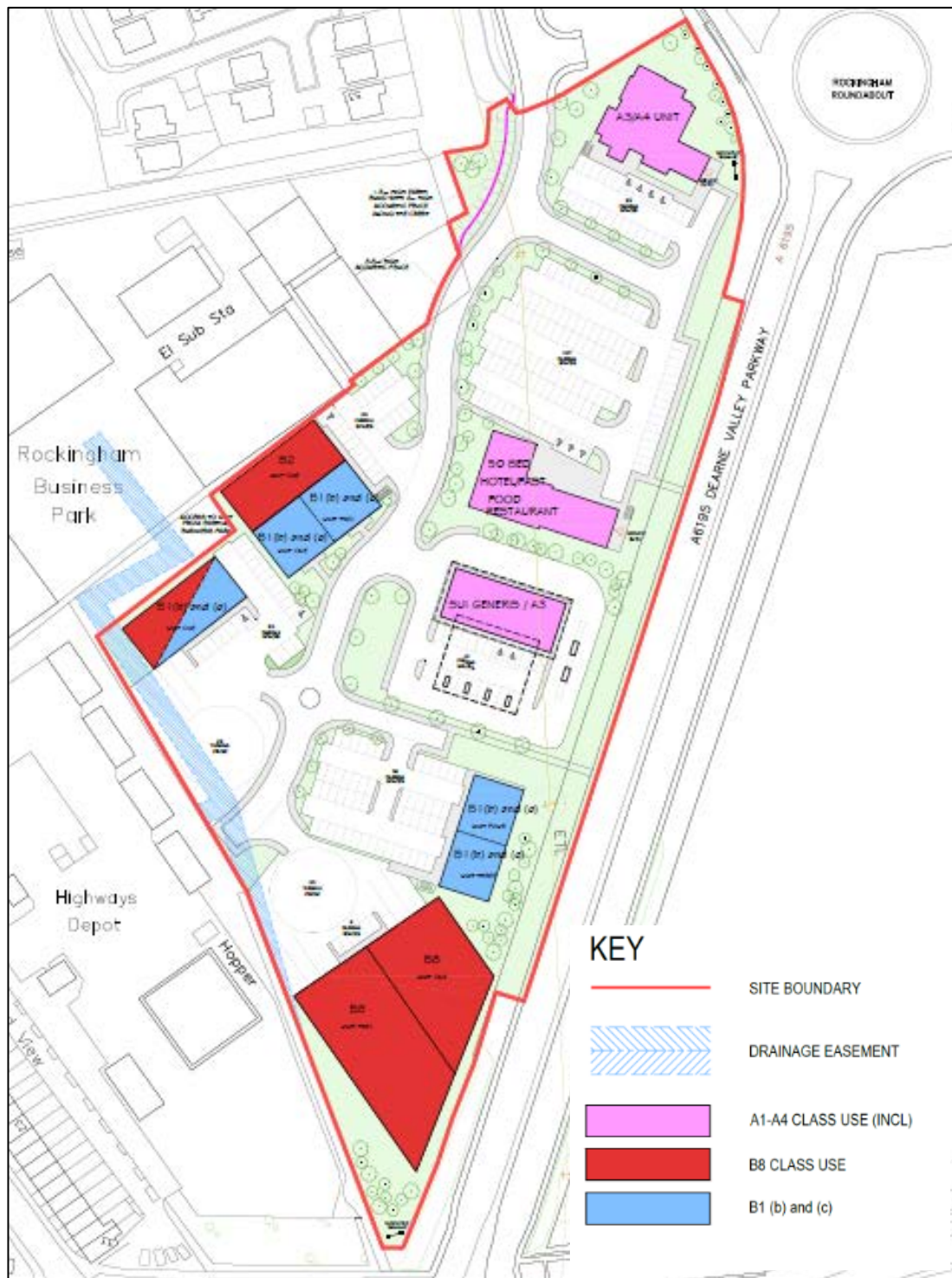


Figure 4. 2014 approved Masterplan.

- 5.10 Commercial issues that subsequently resulted from this Masterplan and outline approval were the lack of demand for an A3/A4 unit of the size proposed (e.g. public house), the need for the petrol filling station to be at the northern end of the site adjacent to Rockingham Roundabout, and the insufficient size of the hotel to make it viable and attractive in the market.
- 5.11 Layout issues were possible to address at reserved matters stage but the quantum of development and individual land uses were fixed at outline stage. For the hotel use this was a particular problem, as the permitted hotel was for only 50 bedrooms or 1,300 sqm of floorspace, whereas the prospective hotel operator (Travelodge) requires a greater number of bedrooms.
- 5.12 The size of hotel required and now designed for the prospective operator is 69 bedrooms which requires 2,173 sqm of floorspace. Therefore only an additional 873 sqm of hotel floorspace is required over that previously approved.
- 5.13 To further assist the hotel development and wider scheme viability, some further A3 floorspace is also required. This is to be located on the ground floor of the hotel and will form part of the same funding package for development. The previous permission approved 600 sqm of A3/A4 floorspace, with only 204 sqm subsequently implemented. This leaves 396 sqm of unimplemented A3/A4 floorspace, and with 490 sqm floorspace now proposed in A3 use, this represents an increase of only 94 sqm.
- 5.14 Also relevant is the fact that the implemented petrol filling station has a floorspace of 459 sqm, against the permitted floorspace of 500 sqm, a reduction of 41 sqm.
- 5.15 In light of the above, the overall increase in non-employment floorspace (compared to that previously approved and implemented on site) is only 926 sqm (873 sqm plus 94 sqm minus 41 sqm).
- 5.16 As set out in section 3 the current application seeks permission for the following:
- 1,374 sqm of Use Class B1(c)
 - 4,050 sqm of Use Class B8
 - 2,173 sqm of Use Class C1 (69-bed hotel)
 - 490 sqm of Use Class A3, located on the ground floor of the hotel.
- 5.17 This is a total of floorspace of 8,087 sqm. Of this 5,424 sqm is employment use and 2,663 sqm non employment use. This works out as a split of employment 78% and non-employment 22%.
- 5.18 On this basis the proposed development consists of predominantly employment uses (Use Class B1(c) and B8). The submitted proposed Land Use Plan shows the areas within the site which are identified for these proposed uses, to the south west end of the site. The proposed uses, their floorspace and their location on site can be tied in by condition.
- 5.19 When considering the entire site area that comprised the 2014 outline permission, the total floorspace is 8750 sqm and the split between employment (5,424 sqm) and non-employment (3,326 sqm) is 62% / 38%.
- 5.20 Therefore 62% of the wider site is proposed for employment with the remainder (38%) being ancillary uses to the employment uses. This percentage split is very much a function of the larger hotel required for viability reasons. The split also reflects precedents set on the parcels of land to the east and north of the site.

- 5.21 As outlined in the planning history section the permission for a Starbucks on the site to the east was subject to a condition restricting a maximum of 40% of the remaining allocated site to be used for non-employment uses. The way this condition is worded would in fact allow greater than 40% of the overall site to be non-employment uses as it does not take into account the Starbucks site in the 40% limit. The purpose of this condition clearly allows for non-employment uses which are ancillary to the employment use in line with Local Policy E3.
- 5.22 Similarly, the employment site to the north has a number of non-employment uses within the previously allocated employment site (no longer allocated as it has been built out). The non-employment uses in this northern site include various A3/A5 food and drink establishments and a Sui Generis car supermarket (through an application for a change of use from B1b or c/B8). These non-employment uses equate to approximately 60% of the overall site, when taking into account the change of use from an employment use to a Sui Generis use.
- 5.23 Compared back to the original 2014 outline split of 71% and 29%, only a 9% change in the split is now requested, to amend the split to 62% and 38%. This is required in order to deliver the hotel scheme that retains operator interest.
- 5.24 It is considered that such a split is in accordance with the principles of Local Plan policy E3 that allows for ancillary uses where appropriate in scale. The Policy does not specify what uses would be considered ancillary and what percentage of development can be non-employment. It can be considered that, subject to scale, a variety of other uses could be accommodated on the site so long as the employment uses occupy the majority of the development (i.e. greater than 50% of the site). The Policy also sets out that proposals for other employment generating uses may be considered on their merits. This would be assessed on a basis of providing jobs and skills, and their contribution to the borough's GVA (Gross Value Added).
- 5.25 Hotel and its associated ground floor retail can be considered as both ancillary uses to an employment area and as employment generating uses themselves.
- 5.26 The hotel and A3 space will make an important contribution to employment and economic development in the local area. The following headline economic impacts have been identified as being derived from provision of the proposed hotel and A3 units, and indeed the employment uses:
- Construction-Related Employment – the proposed development will provide significant employment within the construction sector, with the construction phase projected to last circa 12 months.
 - Construction-Related Productivity - The construction phase of the proposed development will generate a significant increase in Gross Value Added (GVA), which provides a measure of economic productivity.
 - Construction-Related Indirect and Induced Economic Benefits – Further jobs will be supported annually within the supply chain, related businesses, and onward expenditure within the area and the wider economy throughout the construction period.
 - Operational Phase Employment – The proposed development when completed has the ability to employ over 135 people¹. Additional jobs will also be supported indirectly through the supply chain and via induced effects arising from onward expenditure in the economy.

¹ Based on an actual number of 25 for the hotel and estimated numbers for the other uses based on HCA Employment Density Guide, 3rd Edition, 2015.

- Operational Phase Productivity – The operational phase of the proposed development will also generate an increase in GVA within the local and wider economy. Staff employed will contribute to the economic productivity of the area.
- Enhanced Local Expenditure – the proposed new hotel development will boost the volume of available hotel beds in the area. Given its location, it is anticipated that the proposed hotel development will provide a valuable ancillary service to business occupiers operating within the local area. This will help to sustain local businesses and services and will undoubtedly increase local productivity and employment as a result.

5.27 A statement from Travelodge on their approach to Employment is within **Appendix 1**.

5.28 The proposed development will therefore provide significant socio-economic benefits to the local area.

5.29 In light of all the reasons set out above, the proposed scheme is considered to be in accordance with Policy E3 and in turn is not prejudicial to Policy E1 or E2. As is shown on the policies map extract above there are many other larger employment sites within the area, with the current application site only amounting to 2ha with this only being 1.8% of the total allocation for Hoyland; furthermore over half the site is still to be used for employment purpose, so the percentage is in fact more like 0.9%.

5.30 In turn the development is considered to comply with Policy E4 as the development would not result in a significant loss of existing jobs or employment potential and there will still be an adequate supply of employment land or premises in the locality. Regarding the third criterion of the policy, the remaining land cannot support continued employment use alone, as a higher value land use in the form of a hotel is required for viability, including to help finance the significant road, drainage and general infrastructure works that have already been completed (and still need to be completed) in order to service the site. These costs to date have been substantial.

5.31 In respect of Policy E14, the current application site is seen as being distinct from other parts of the allocation, namely the E14 employment site adjacent to employment site ES17, as it is these larger sites that need unlocking and a coordinated approach to aid the delivery of these other sites through the quoted Masterplan approach. The application site is self-contained and isolated from any other undeveloped sites, meaning that its layout doesn't have any bearing upon the delivery of other sites. There is no practical reason why the application site needs to be part of any Master planning. On this practical level Policy E14 is satisfied.

5.32 The proposed hotel and A3 uses were included in the previously approved outline permission for the wider site and were considered as appropriate uses within the site by the Council.

5.33 The hotel will support the wider employment area along the M1 and Dearne Valley Parkway, providing accommodation for business visitors to the area, as well as providing tourist accommodation. Policy E5 in promoting tourism is therefore satisfied.

5.34 The NPPF and Local Policy TC1 require a sequential test to be undertaken for developments of town centre uses not in existing centres. This sequential test is considered below and subject to being met, the proposed Town Centre uses within this site are acceptable.

5.35 For the reasons set out above it is considered that the proposed development accords with relevant employment policies of the Local Plan and combined with the history of the site and adjacent sites, is acceptable in principle and should be approved without delay.

Town Centre Assessment

- 5.36 The site at Dearne Valley Parkway is out-of-centre and the proposed hotel and A3 uses are included in the definition of town centre uses within the NPPF. In accordance with the NPPF and Local Plan Policy TC1 a sequential test is therefore required in order to establish that there are no sequentially preferable sites which could accommodate the proposed development.
- 5.37 Under the provisions of the NPPF there is a requirement to consider the impact of retail and leisure development on designated centres, subject to a size threshold of 2,500sqm gross floorspace, unless a lower threshold is defined at local level. Neither national nor local policy sets out a requirement to assess impact for other town centre uses such as hotels. Local Plan Policy TC2 sets out a 500 sqm threshold for A3 uses, which is not exceeded by the proposed development. Accordingly no impact assessment is required for the proposed development.

Sequential Assessment

- 5.38 The site is located within an out of centre location, being approximately 700m from Hoyland Common and approximately 2.3km from Hoyland Town Centre. Therefore a search for sequentially preferable sites has been undertaken based on centre and edge of centre locations in line with the requirements of the NPPF. Edge of centre sites are defined in the NPPF as locations within 300m of a town centre boundary.
- 5.39 A sequential test was previously undertaken as part of the approved outline permission for the site. The sequential test set out a 10 minute drive time catchment which was agreed with the Council and considered acceptable for the purposes of the sequential test. The test did not identify any sequentially preferable sites within catchment that were suitable and available for the proposed development. This sequential test has also used a 10 minute drive time catchment to undertake an updated sequential test, in line with the previous test.
- 5.40 There is no requirement in the NPPF for operators to consider changes to their business model. Paragraph 24 of the NPPF states that applicants should demonstrate flexibility in terms of format and scale, however, it also states that:

"It is important that needs for retail, leisure, office and other main town centre uses are met in full and not compromised by limited site availability."

- 5.41 Case law also demonstrates that there is no requirement for operators to alter their business model. The Supreme Court ruling in the case of Tesco Stores Limited v Dundee City Council (2012) is of a particular importance in relation to flexibility and represents the legal position when applying the Sequential Test. This established that 'suitability' of a site is very much related to their applicant's/owners own requirements. Although a retail case, the principles relating to the Sequential Test remain.
- 5.42 At Paragraph 29 of the Judgement, Lord Reed outlines that providing that the applicant has given consideration to the scope for accommodating the development in a different form and has thoroughly assessed sequentially preferable locations then, *"the question remains ... whether an alternative site is suitable for the proposed development, not whether the proposed development can be altered or reduced so that it can be made to fit an alternative site"*.

- 5.43 These legal principles were applied to English planning guidance by the Administrative Court Judgment in the case of R (on the application of Zurich Assurance Ltd T/A Threadneedle Property Investment v North Lincolnshire Council [2012] EWHC 3708 (Admin).
- 5.44 Paragraphs 61 – 63 of the Judgement reiterates the above principles. Paragraph 61 states,
- “developments of this kind are generated by the developer's assessment of the market that he seeks to serve. If they do not meet the sequential approach criteria, bearing in mind the need for flexibility and realism to which Lord Reed refers [...], they will be rejected. But these criteria are designed for use in the real world in which developers wish to operate, not some artificial world in which they have no interest doing so”.*
- 5.45 For the purposes of the current proposals, the search criteria was based on a similar size of the application site. The proposed development comprises not only a hotel and A3 uses but B1(c) and B8 uses. The application site extends to 2ha which encompasses all of these proposed uses. This is the site size required for viability of the overall scheme and the hotel/A3 uses subject to this sequential test. It is not a policy requirement to disaggregate the development or hotel/A3 units in any way, and the sequential test will therefore look for sites that will accommodate all parts of the proposal. To demonstrate some degree of flexibility within the assessment some sites which are slightly smaller than the search criteria have been included in the assessment.
- 5.46 As set out in the NPPF, sites identified are assessed against their suitability and availability for development to accommodate the proposed hotel. In order to establish both suitability and availability the sites are assessed having regard to location, sequential status, size, use, land allocation, and planning history. In addition, viability, although no longer appearing in the NPPF as a relevant sequential test consideration (last appearing in PPS4 in 2009), remains a relevant consideration. Proposed sequential sites need to satisfy all three criteria to be considered preferable, although any formal assessment is against suitability and availability.
- 5.47 The applicants anticipate submission of reserved matters almost immediately after outline permission is granted, with commencement of development to follow soon after approval. The operators intends for the hotel to open in 2021. Therefore any appropriate sites need to be available for the proposed development immediately.
- 5.48 Sites have been identified through reviewing agency details of land/properties for sale of let, through other market intelligence, historical knowledge, and site visit.
- 5.49 **Appendix 2** contains a table detailing the sequential test sites that have been assessed and analysis of their suitability and availability. In total five sites/centres have been assessed and of these, all are in a centre location. No sites have been identified that are classified as edge of centre, as the areas surrounding most of the centres are relatively built up areas with very few vacant sites. Some areas of open land exist close to Hoyland Common Local Centre, however these areas are designated as Green Space/Allotments and are protected against development by various local policies.
- 5.50 As outlined in the analysis, the Harborough Hill site is too small to accommodate the proposed development, even when taking a flexible approach, and is thus not suitable. The Heelis Street is twice the size of the required site size and could therefore accommodate the development on part of the site, however due to the topography of the site it is likely to be unviable for the proposed development and is not available for the proposed development within the required timescale.

- 5.51 From reviewing the sites detailed in Appendix 2 it is clear that there are no suitable and available sites to accommodate the proposed development within the identified search area. The sequential test is therefore satisfied and the hotel and A3 uses are therefore suitable on this site.
- 5.52 It also remains relevant that hotel use was previously granted on the site in 2014 and that the current application is simply seeking to re-establish this land use.

Access and Highways

- 5.53 Access is applied for within this application, as the access will be provided by a continuation of the existing estate road which already serves the petrol station and Costa drive thru. The access road connects to Dearne Valley Parkway via a four-arm priority-controlled roundabout junction with A6195, known as Rockingham roundabout. The access road has a carriageway width of 7.3 metres with two 2.0 metre footways either side, is lit and has parking restrictions along its length to restrict on-street parking. It is also subject to a 30mph speed limit. The existing part of the access road has built to ensure that HGV's and other commercial vehicles are able to access the site without creating highways safety issues. The road layout within the application site will continue the dimensions of the existing road and will allow for sufficient manoeuvring space for the larger commercial vehicles. Vehicle swept path analysis will be submitted as part of the subsequent reserved matters application, in order to demonstrate vehicles expected to access the site can safely access and egress.
- 5.54 A Transport Statement is submitted as part of the application, which assesses the sites accessibility to sustainable transport modes including walking, cycling and public transport. National and local transport policies seek to reduce the need to travel by car and to promote the use of alternative modes of transport. The site is within walking and cycling distance to residential areas of Birdwell and Hoyland which will allow local employees of the proposed businesses to access the site, other than by means of car. The surrounding area has good access to footways and cycle routes within the wider area, including along Dearne Valley Parkway, subject to the layout approved as part of the reserved matters footways within the site will connect to the existing footways. The site also has reasonably good access to public transport including buses and a railway station in Elsecar. The proposed development is ideally placed for HGV's and other commercial vehicles to access the M1 without having to pass through residential areas or areas of heavy traffic and congestion. The Transport Statement confirms that the development proposal is consistent with national and local policies.
- 5.55 The Transport Statement also compares the trip rates of the previous outline permission with this current proposal. The previous outline permission was subject to a condition that the final mix of development must not result in greater than 72 and 96 two-way vehicle trips in the weekday AM peak hour and the weekday PM peak hour respectively. The Statement demonstrates that vehicular generation associated with the proposed uses, in combination with the land uses constructed to date, will generate a lesser number of vehicle trips than the previously consented uses on the site during the weekday morning and evening peak periods. The proposed uses result in 28 fewer weekday AM movements and 23 fewer Weekday PM movements than the previously approved scheme. The proposed development would not result in greater levels of movement than previously allowed and as such, would not create levels of traffic that would be cause highways issues within the local network.
- 5.56 A Framework Travel Plan has been provided which provides a strategy for minimising employees' dependence on travel by private car. This includes a number of measures to encourage the use of public transport, walking, cycling and car sharing. A Travel Plan Coordinator (TPC) for each individual

operator will be appointed as and when they become known. The TPC will implement the strategies included in the Travel Plan and will review the Travel Plan undertaking surveys and monitor results.

- 5.57 Whilst layout is a reserved matter for submission of detailing at a later point, the Indicative Site Layout demonstrates that there is sufficient space to provide the required number of parking spaces for each proposed use.
- 5.58 Local Plan transport policy including Policy T3 is satisfied by the proposed scheme.

Environmental Considerations

Flood Risk and Drainage

- 5.59 The submitted FRA confirms that the site is located in Flood Zone 1, and as such has a low probability of flooding from rivers or the sea. In terms of surface water flooding, the site is shown to have very low risk for the majority of the site, with a small area of low risk in the northern extent. The FRA confirms that the area shown at risk of surface water flooding is a low spot, based on the topographical survey, and is not associated with overland flows. This can be managed through the design of the drainage system. The site is identified as having potential for groundwater flooding below ground level and as such it is recommended that the finished floor level should be raised a minimum 300mm above existing ground levels. The risk of groundwater flooding is minimum and mitigation measures have been identified to ensure the risk is managed.
- 5.60 The Drainage Strategy identifies that soil infiltration is not feasible due to the existence of clay in the ground below the site. Instead, it is proposed to connect to an existing surface water sewer which was installed by the developer of the site to the north of the application site. The sewer runs into the application site and accepts surface water runoff from each development and the partly constructed central spine road leading through the development and drains, via gravity, to the adoptable Surface Water stub provided by the neighbouring development. Each of the development parcels will contribute 3 l/sec peak flow via a private flow control into 2100 dia. concrete storage pipes situated within the central spine road. As part of an existing sewer adoption agreement for the wider site, it has been agreed that foul water discharge from the proposed development will discharge at an unrestricted rate by gravity into a combined public sewer running down the South-Western boundary of the site.
- 5.61 Local Plan Policy CC1, CC3 and Poll1 are therefore satisfied.

Ecology

- 5.62 An Ecological Impact Assessment has been prepared by Enzygo. This assessed the site as being of low ecological value due to being largely cleared with the remaining site containing mostly scrub and other poor quality vegetation. A survey was carried out to identify any potential habitats and species present on the site and assess the potential for protected species, the survey concluded that there was limited potential for habitats and protected species. The appraisal recommends that the boundary trees, scrub and ruderal vegetation offer the potential to support breeding birds. An inspection for breeding birds on the site is suggested prior to the removal of the vegetation, if the clearance works is to be conducted in the breeding season (March to August inclusive). The survey also identified an ash tree which has potential for roosting bats, the assessment suggests retention and protection of the tree during construction and a sensitive light scheme be implemented. The assessment has demonstrated that the proposals will result in no net loss to biodiversity and, if the recommended mitigation measures

are implemented in full, will provide ecological enhancements in accordance with local and national planning policy.

5.63 Local Plan Policy CC1 and BIO1 are therefore satisfied.

Trees

5.64 An Arboricultural Assessment is submitted with the application. The Tree Survey confirms that there are a limited number of trees, or groups of trees, within the application site. The trees which have been identified as being in or overhanging the site. There are a total of five individual trees and eight groups of trees which range from young to mature in age. One tree and one group were categorised as moderate quality (i.e. 'B' category), two trees and four groups were categorised as low quality (i.e. 'C' category), and two trees and three groups were classed as unsuitable for retention (i.e. 'U' category) regardless of the development proposals. Some of these trees will be retained, as outlined in the tree survey and as such Root Protection Areas have been identified to ensure that they are protected during construction. Any tree planting to offset the removal of the trees, as suggested by the tree survey, will be outlined in a landscape plan as part of a reserved matters application.

5.65 Local Plan Policy BIO1 is therefore satisfied.

Noise

5.66 A Noise Assessment is submitted as part of the application, which assesses the impact of the proposal on sensitive receptors. A noise survey was undertaken in mid-March and early-April 2019 to gather ambient noise data near to the proposed development site. Four monitoring locations were used to ascertain noise levels in different parts of the site. The Assessment analyses the impact of both the existing noise levels and the development on the proposed hotel, as a sensitive receptor and concludes that subject to suitable glazing the proposal will not create adverse noise impacts on the customers of the hotel. The Assessment also analyses the impact of the development on the existing residential properties. The Assessment concludes that as the residential properties are some distance from the proposed development, there will be no adverse noise impacts on these sensitive receptors.

5.67 The Noise Assessment, prepared by Enzygo, has demonstrated that the proposed development will not cause significant issues relating to noise that could not be mitigated by the implementation of appropriate acoustic design considerations.

5.68 Local Plan Policy Poll1 is therefore satisfied.

6 Summary and Conclusions

- 6.1 Smith Jenkins have prepared this Planning Statement on behalf of Hartwood Estates Ltd, who seek outline permission for employment led, mixed use development comprising of Employment units (B1c/B8), a Hotel (C1) and Food and Drink units (A3), with all matters reserved other than Access on Land off Dearne Valley Parkway.
- 6.2 The site has previously been granted outline permission for an employment led scheme which also contained a hotel and A3 uses. This permission expired in 2018 before all the reserved matters applications could be submitted. This application therefore seeks a new outline permission for a similar mixed use scheme. This allows the approved employment, hotel and A3 uses to be secured and the remaining part of the wider site to be developed and completed.
- 6.3 The principle of these uses has been established by the previous outline permission, confirming the acceptability of an employment led, mixed use scheme on this site. The previous outline permission had a condition imposed which restricted the amount of non-employment uses on the site to approximately 30% of the floorspace of the site, to be in accordance with the submitted Masterplan.
- 6.4 This application seeks to provide a mixed use development of approximately 78% employment uses and 22% non-employment ancillary uses. The hotel and its associated ground floor retail can be considered as both ancillary uses to an employment area and as employment generating uses themselves. The hotel and A3 space will make an important contribution to employment and economic development in the local area.
- 6.5 When assessed alongside the wider site including the petrol station and Costa the split is approximately 62% employment and 38% non-employment. This split has been approved on other neighbouring sites allocated for employment, and ancillary uses are supported by Local Policy E3.
- 6.6 The site is vacant and only a small area of land is being developed for non-employment uses; this combined with the extent of other local employment allocations, means that the development will not be prejudicial to Policy E1 or E2, equating to less than 0.9% of local employment allocations
- 6.7 In turn the development complies with Policy E4 as the development would not result in a significant loss of existing jobs or employment potential and there will still be an adequate supply of employment land or premises in the locality.
- 6.8 There is an identified operator for the hotel (Travelodge). This land use of the size applied for is required for overall scheme viability and to help finance the final site infrastructure works. A hotel is deliverable now but needs the Councils support. Travelodge's investment approval expires soon.
- 6.9 The hotel if delivered will support the wider employment area along the M1 and Dearne Valley Parkway, providing accommodation for business visitors to the area, as well as providing tourist accommodation. Policy E5 in promoting tourism is satisfied.
- 6.10 The proposal brings with it a number of further economic benefits including employment opportunities, increased economic productivity within the area, increased local spending, regeneration of the site and a range of indirect benefits. The proposed hotel will also have a positive effect on the site and its wider context.

- 6.11 Access is applied for within this application, utilising the existing access road from Dearne Valley Parkway which serves the employment area to the north and the developed area of the wider site consisting of the petrol station and drive-thru coffee shop. The existing road has been designed and built to ensure that it is suitable for commercial vehicles, including HGV's, and the internal roads within the application site will continue this when designed at reserved matters stage.
- 6.12 In terms of the environment, specialist consultants (considering flood risk, drainage, ecology, trees and noise) have confirmed that with the implementation of some specific mitigation measures and with on-going best practice, no unacceptable harm to the environment or neighbouring amenity will result from the development.
- 6.13 The proposed development is acceptable in principle and represents suitable development for an allocated employment site. The proposed development accords with the Development Plan and national policy when considered as a whole and should therefore be granted outline permission.

Appendix 1

Proposed Travelodge at Dearne Valley Parkway

Statement on Local Employment Strategy

Travelodge will commit to the following in our approach to recruitment for the new hotel opening at Dearne Valley:

- Travelodge will always promote local employment. Proximity to work is seen a key contributor in employee satisfaction and retention and so we would seek to attract those who are in walking distance or who can easily travel to work by public transport. Our careers website enables candidates to search based on radius from their postcode so that minimum commuting distances can be achieved.
- The 69 room hotel is expected to have a total approximate number of 25 employees with around 40% of these jobs being over 25 + hour contracts and the rest part time roles. Employees would be on a minimum of 8 contracted hours a week. We will be looking for approximately 7 housekeeping Team Members, 7 Reception Team Members, 5 Catering Team Members, 4 Night team members, and a Hotel Manager and Deputy.
- Travelodge will work in partnership with JobCentre Plus and use the Universal Job Match platform to advertise hotel vacancies for both new positions before opening and also subsequent vacancies once the hotel is a going concern.
- Travelodge will work with the local Job Centre Plus to arrange interviews for candidates in the local area, as well as working with government funded partnerships who can provide sector based work academies in the area, to be considered for positions at the hotel in the lead up to the new opening.
- Travelodge welcomes applications from students in full or part time education and also students to join our business for the duration of their placement year and flex hours up or down as their studies allow. Graduates who join Travelodge would have the opportunity to join to the various levels of the Aspire Development Programme detailed below.
- Travelodge have a variety of hours and flexibility in team member roles to accommodate commitments outside of work, such as childcare and study.
- In-house telephone interviews will be undertaken by Travelodge designated Human Resources personnel.

- Successful candidates will be invited to a selection day to be held at either a local Travelodge hotel or suitable location within walking vicinity of the hotel. Interviews will be carried out by Travelodge Hotel Managers, Recruitment Advisors and District Managers.
- Successful candidates will receive a comprehensive induction and training at a local “host” Travelodge Hotel.
- Candidates will be recruited for specific roles in reception and housekeeping. Some employees will have opportunities to train across multiple roles.
- Each new team member will have their own structured training plan based on their new role. This will include Health and Safety training (including food hygiene) and relevant customer services skills.
- Travelodge runs an internal management development programme, known as ASPIRE. All team members have the opportunity to apply to join ASPIRE after they have completed three months in the company. ASPIRE - Traveller is a six to nine month structured programme which supports team member development of all the knowledge, skills and behaviours required to progress into a Hotel Management Role.
- Since launching in 2016, we have recruited over 550 people on to the ASPIRE - Traveller programme, which has successfully led to 310 promotions into Management/Supervisory positions. The programme has two intakes every year.

Appendix 2

Search for sequentially preferable sites in Barnsley (within 10 minutes' drive of the site)

Location	Sequential status	Approx. size (ha)	Use/Allocation	Planning History	Suitability	Availability	Conclusion
Heelis Street	Barnsley Town Centre	4.1	Allocated for a mixed use scheme including retail, residential, office, leisure, food and drink. Allocation does not include hotel.	Small part of the site has been redeveloped for residential and permission exists for a medical centre. Permission for a superstore on part of the site was approved in 2012.	The Heelis Street site is larger than the requirement, part of the site could theoretically accommodate the proposed development. Due to the sites topography (with some land lower than the adjacent roads) and the need for retaining walls and fill and cut operations needed to create a level site for the development, it is unlikely that the site would be viable. The site has been identified as the most suitable site for a superstore within Barnsley Town Centre and the development of the proposed mixed use would impact the likelihood of any superstore coming forward within Barnsley Town Centre.	There is no evidence that any part of the land is for sale, or is likely to become available in the near future.	No allocation for hotel use. Suitable but not available.
Land between the Transport Interchange and Harborough Hill Road	Barnsley Town Centre	1.5	Allocated for a mixed use scheme including office, education,	No relevant planning history in last 5 years. The most recent	The site has significant levels changes with the highest point being the centre of the site. Planning applications	The land appears to have been for sale in May 2018 but, as confirmed by the sales	No allocation for hotel use.

			transportation uses, residential, ancillary retail. Allocation does not include hotel.	permission for retail expired in 2014.	have been made with access from Harborough Hill Road which have been refused. Access would need to be taken from SchawbischGrmund Way which would prove difficult to accommodate an access suitable for commercial vehicles such as HGV's. This site is 0.5ha smaller than the requirement, even with a level of flexibility it would not accommodate the proposed development.	agent's website, is no longer for sale. (www.realestate.bnpparibas.co.uk) The site is therefore not available for the proposed development.	Neither suitable nor available.
Hoyland	District Centre	Policy text: The defined centres will be supported and additional development, particularly in Hoyland centre will be welcomed to improve the vitality and viability of this district centre. No available/vacant or suitable sites were identified within Hoyland District Centre or on the edge of the centre.					
Hoyland Common	Local Centre	Hoyland Common is the closest centre to the site. There are no available/vacant or suitable sites within Hoyland District Centre or within 300m of the centre. Any open land close to the centre is either designated green space/allotments and is therefore protected by policy or is allocated for housing which is a more preferable use.					
Wombwell	District Centre	Wombwell is just within the 10 minutes' drive catchment for the sequential test. There are no vacant or suitable sites within Wombwell District Centre or on the edge of the centre.					