

PLANNING STATEMENT

(Incorporating Statement of
Community Involvement)

**Land to the North and South of
Dearne Valley Parkway
Gateway 36 Phases 2 & 3**

Harworth Group

Job No: 191DH600

December 2019



**CUSHMAN &
WAKEFIELD**

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1. Introduction

- 1.1 Cushman & Wakefield (C&W) has been instructed by the Harworth Group to prepare a hybrid planning application for outline consent for up to 1.1 million sqft (102,193sqm) of floorspace for employment uses (use classes B1/B2/B8), associated infrastructure and landscaping and detailed consent for earthworks and access at land to the north and south of the Dearne Valley Parkway, Barnsley.
- 1.2 This Planning Statement will consider the planning context for the site (including the planning policy context) and will provide analysis of the development proposals.
- 1.3 Accordingly, this report is structured as follows:
- Site and Surroundings (including planning history):
 - Pre Application Discussions and Public Consultation: Section 3;
 - Development Proposals: Section 4;
 - Review of Planning Policy: Section 5;
 - Analysis: Section 6, and;
 - Summary: Section 7.

2. Site and Surroundings

The Site

- 2.1 The proposed application site includes land to the north and south of the Dearne Valley Parkway (Barnsley Local Plan sites ES15 and ES17) in Hoyland, Barnsley (see figure 1 – below). The sites are close to Junction 36 of the of M1 and the project is therefore known as Gateway 36. The project represents the second and third phase of Gateway 36 (The first phase of Gateway 36 is adjacent to site ES15 and has been completed).
- 2.2 The total area of the application sites is 37.76 hectares. Site ES15 slopes down from the Dearne Valley Parkway. Site ES17 slopes steeply upwards from the Dearne Valley Parkway. Both sites will be accessed via the Dearne Valley Parkway, site ES15 from a new roundabout to be created as part of the development and site ES17 from the existing Shortwood Roundabout.
- 2.3 The sites are part of a former colliery (now restored) and are currently vacant. Both sites are characterised by dense woodland.

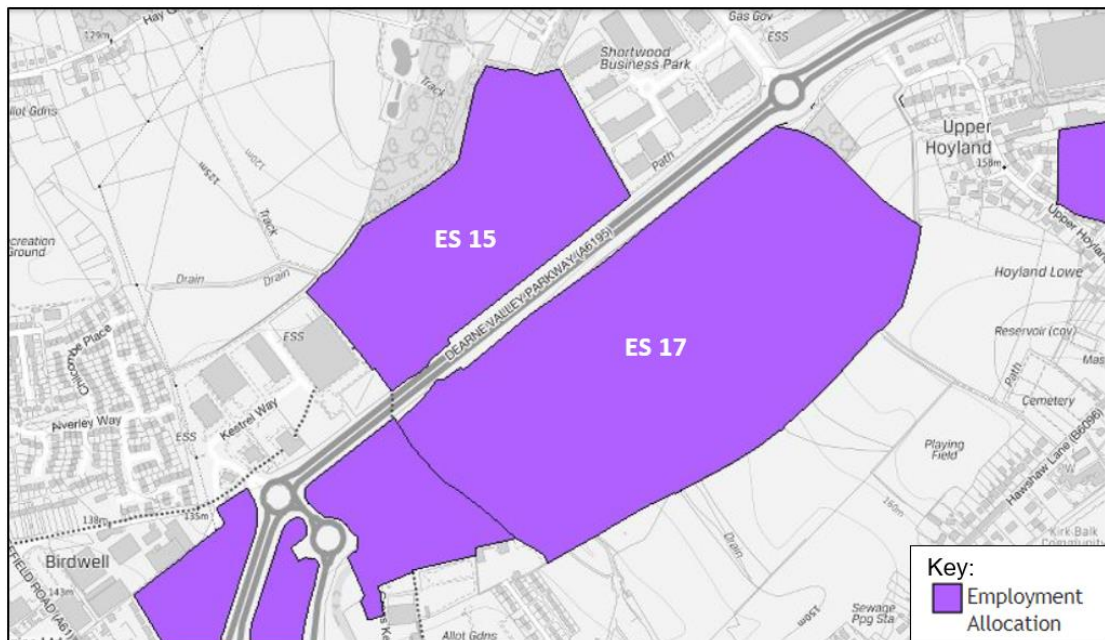


Figure 1: Extract of Local Plan Proposals Map.

- 2.4 Site ES17 is within the Hoyland North Masterplan area (see Figure 2, p6). Site ES15 is outside this area. The Hoyland North Masterplan area also includes the following sites HS64, HS56, HS66 (allocated for residential development in the adopted Barnsley Local Plan) and ES14 (allocated for employment use in the adopted Barnsley Local Plan).
- 2.5 The application sites are within an area at low risk of flooding (flood zone 1)¹.

Surrounding Area

- 2.6 The wider Hoyland area is a mix of industrial development (Gateway 36 Phase 1 and Shortwood Business Park) and open land (which forms part of the Hoyland North Masterplan).

¹ As identified on the Environment Agency's website.

Beyond the Hoyland North Masterplan site is residential development and the Hoyland West (employment and residential) and Hoyland South (residential) Masterplan areas.

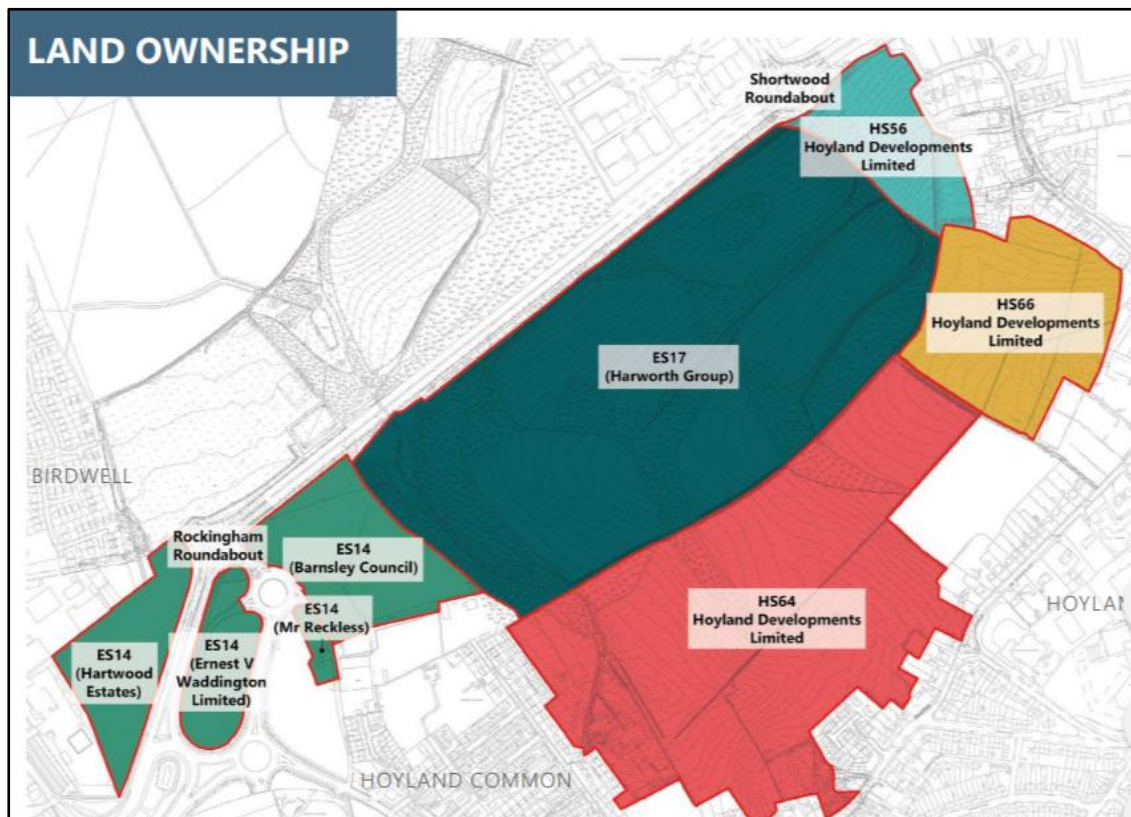


Figure 2: Hoyland North Masterplan Area and Land Ownership

Planning History

- 2.7 A search of the online planning register has been undertaken. There are no relevant planning application records for this site.

3. Pre Application Discussions and Public Consultation

- 3.1 The development proposals for Gateway 36 Phases 2 and 3 have evolved in tandem with the preparation of the Hoyland North Masterplan Framework, as site ES17 is included in the Masterplan boundary. The Hoyland North Masterplan Framework has been prepared by a project board (of which the Harworth Group is a member) and has been subject to a six week consultation period in August 2019, which included two public consultation events. WYG facilitated the Consultation Strategy and prepared a Statement of Community Involvement which accompanies the Hoyland North Masterplan Framework. Details of the public consultation events undertaken and feedback received are summarised below:

Public Consultation – Hoyland North Masterplan

- 3.2 Prior to the public consultation there were briefing sessions with Council Members to inform local Councillors of the Masterplan Proposals and to accept their feedback.
- 3.3 A flyer was prepared and sent to all main interested parties of the intention to hold two public exhibitions on 14th August 2019 and 29th August 2010 at Kirkbalk Primary School, West Street, Hoyland, S74 9AH. Site Notices and advertisements (in local newspapers and magazines) were also used to publicise the consultation events.
- 3.4 Exhibition boards were used to explain the Masterplan proposals and the public consultation events were staffed by representatives from each of the key landholdings at Hoyland North (including the Harworth Group).
- 3.5 A further consultation event was also held at Hoyland Library on 9th September 2019 as part of a wider Councillor Ward Alliance Meeting.
- 3.6 Barnsley Metropolitan Borough Council ('BMBC') also consulted statutory and non-statutory consultees on the proposals.
- 3.7 The public consultation event ran for six weeks from 6th August -17th September 2019.
- 3.8 93 attended the events and 79 people filled in questionnaires and provided feedback.
- 3.9 It is understood that there was a relatively low level of response received which indicates that in general terms the development allocations that form the masterplan area are relatively uncontroversial in nature.
- 3.10 It has been agreed with the Council that the public consultation undertaken for the Hoyland North Masterplan is comprehensive and that further public consultation (prior to submission of the hybrid application) is not required.
- 3.11 As part of the evolution of the Hoyland North Masterplan Framework, the Harworth Group has met regularly with BMBC who have influenced the evolution of the proposals for the site. Notwithstanding this, a meeting was arranged with BMBC on 11th November 2019² to discuss the content of the application.

² Meeting attended by Bob Power, Andrew Burton, Elaine Ward and Alison Dalton from BMBC.

Meeting with BMBC – 11th November 2019

3.12 The following issues were discussed in the above meeting:

- It was agreed that the development proposals are EIA development and therefore an Environmental Statement (ES) will be required as part of the application;
- It was agreed that the Hoyland North Masterplan area will be considered cumulatively with the proposed development in the ES;
- It was agreed that a Scoping Report would be submitted for the application (the matters to be scoped into the ES were discussed as part of the meeting³) to allow BMBC to adopt a Scoping Opinion;
- It was agreed that the planning application would be submitted before Christmas and would be registered with the ES to follow in Mid-January 2020. The consultation period would therefore begin with the registration of the ES;
- The timescales for the application were discussed. It was agreed that the Council will target a 16 week determination for this application, and;
- It was agreed that the applications under Section 278 of the Highways Act (for works to the highway) will be submitted broadly in tandem with the planning application to speed up the approvals process to align determination of both planning application and s278 applications. This will allow an early start on site.

³ The Scoping Report was submitted to BMBC on 19th November 2019 and is currently being considered by the Council.

4. Development Proposals

4.1 Planning Permission is sought for the following:

1. Detailed permission for earthworks and creation of access points (including new roundabout to access site ES15).
2. Outline permission for up to 1.1 million square foot (102,193sqm) of employment land (use class B1/B2 and B8) with associated internal access roads, landscaping and drainage at sites ES15 and ES17 (land north and south of the Dearne Valley Parkway).

4.2 The proposed development is EIA development and will therefore be accompanied by an Environmental Statement (to follow submission).

4.3 The proposed development represents the first phase of employment land to come forward as part of the Hoyland North Masterplan. It is expected that the proposals will generate 2,500 jobs.

5. Planning Policy Context

5.1 This section considers the national, regional and local planning policy context for the site.

Development Plan

5.2 The development proposals for the site will be assessed against the Statutory Development Plan which comprises the Barnsley Local Plan (2019). The National Planning Policy Framework (NPPF 2019), and the draft Hoyland North Masterplan Framework are also material considerations.

National Planning Policy Framework (NPPF)

5.3 The NPPF advocates a presumption in favour of sustainable development. For decision taking, this presumption 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:
 - the application of policies in this Framework that protect areas or assets of importance provides a clear reason for refusing the development proposed, or;
 - 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 (paragraph 11).

5.4 **Paragraph 8** of the NPPF states that there are three objectives to achieve sustainable development: economic, social and environmental.

5.5 **Paragraph 92** of the NPPF states that to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should (inter-alia) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

5.6 **Paragraph 109** of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.7 **Paragraph 122** of the NPPF states that planning policies and decisions should support development that makes efficient use of land.

5.8 **Paragraph 163** states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.

5.9 **Paragraph 170** states that planning policies and decisions should contribute to and enhance the natural and local environment by (inter-alia) preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability. The paragraph also states that decisions should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

- 5.10 **Paragraph 174(b)** states that plans should promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.
- 5.11 **Paragraph 189** states that in determining applications applicants should describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail provided should be proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 5.12 **Paragraph 193** states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

Barnsley Local Plan (2019)

- 5.13 The application sites are allocated for employment development within the adopted Barnsley Local Plan (sites ES15 and ES17 respectively) see figure 3 (below).

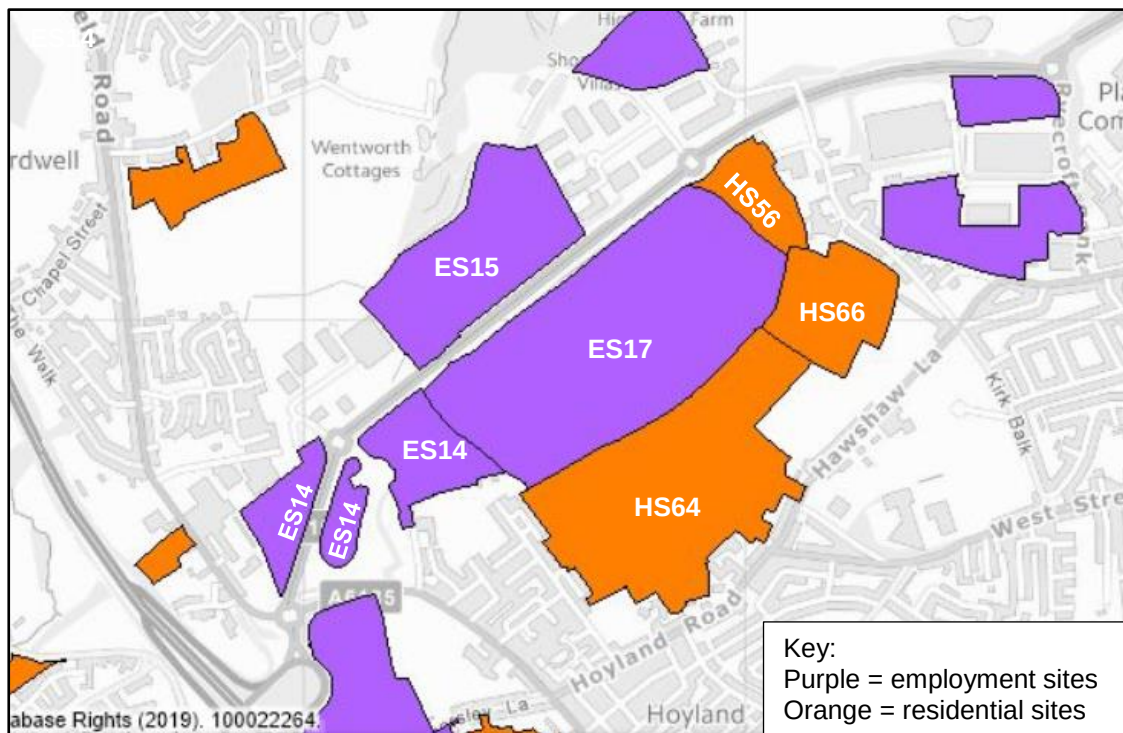


Figure 3 – Extract of the Barnsley Local Plan Proposals Map

- 5.14 **Policy E1** states that the plan identifies 297ha of land in sustainable locations to meet the development needs of existing and future industry and businesses up to 2033.
- 5.15 **Policy E2** provides details of the approximate distribution of employment land during the local plan period (Hoyland is included in this distribution).
- 5.16 **Policy E3** states that on allocated Employment Sites the Council will allow the following uses:
- Research and development and light industry (use class B1);
 - General Industrial (use class B2); or

- Storage and Distribution.
 - Ancillary uses will be allowed where appropriate in scale.
- 5.17 **Policy ES15** identifies criteria for the development of the site. The criteria includes (inter-alia):
- Requirement to undertake the necessary drainage works.
 - Ensure the proposals do not impair the visual amenity of the landscape,
 - Consider impact on Shortwood and Hay Green (Local Wildlife Sites),
 - Retain valuable habitats on the south west corner of the site.
 - Protect the routes of the Green way and Public Rights of Way (PROW) which cross the site.
 - Provide an archaeological assessment.
- 5.18 **Policy ES17** identifies criteria for the development of the site. The Policy requires a Masterplan Framework to be approved before a planning application for the site can be determined. The Hoyland North Masterplan Framework (of which this site forms part) is close to being adopted. The criteria includes (inter-alia):
- Provide appropriate access to housing site references HS64, HS66 and HS66 (see figure 3, p10).
 - Protect and retain the areas of woodland, species rich neutral grassland, pond and stretches of older hedgerow.
 - Consider the impact on the setting of listed buildings (*which are outside the site*)
 - Ensure development respects the landscape and wider countryside.
 - Protect and retain the Green way, public footpaths and bridleways on the periphery of the site.
- 5.19 **Policy T4** states that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead.
- 5.20 **Policy D1** relates to design states that development is expected to be of a high quality design and be expected to respect the distinctive local character and features of Barnsley.
- 5.21 **Policy HE1** states that the Council will positively encourage development which will help the conservation of Barnsley's Historic Environment.
- 5.22 **Policy HE6** states that applications for development sites where archaeological remains may be present must be accompanied an appropriate archaeological assessment.
- 5.23 **Policy BIO1** states that development will be expected to conserve and enhance the biodiversity and geological features of the borough.
- 5.24 **Policy CC1** states that the Council will seek to reduce the causes of and adapt to the future impact of climate change by (inter-alia):

- Promoting the reduction of greenhouse gas emissions through sustainable design and construction techniques.
 - Locating and designing development to reduce the risk of flooding.
 - Promoting the use of Sustainable Drainage Systems (SUD's)
 - Promoting and supporting the delivery of renewable and low carbon energy, and;
 - Promoting investment in Green Infrastructure to promote and encourage biodiversity gain.
- 5.25 **Policy CC2** states that all non-residential development will be expected to achieve a minimum standard of BREEAM 'Very Good).
- 5.26 **Policy CC3** states proposals over 0.4 hectares within Flood Zone 1 to demonstrate how the proposal will make a positive contribution to reducing or managing flood risk.
- 5.27 **Policy CC4** states that all major development will be expected to use SuD's to manage surface water drainage.
- 5.28 **Policy I1** states that development must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily.

Hoyland North Masterplan Framework

- 5.29 The Hoyland North Masterplan Framework is in draft and is due to be adopted by Barnsley Council at Cabinet in December 2019.
- 5.30 The Local Plan states that the Masterplan Framework needs to include the following:
- Planning policy summary;
 - site location and description;
 - land ownership;
 - summary of the existing evidence;
 - site evaluation (opportunities and constraints);
 - land use framework;
 - sustainable movement framework;
 - protection of existing public rights of way routes and their incorporation within new development layouts;
 - vehicular movement framework, green and blue infrastructure framework, place-making framework (including design guides for character and neighbourhood areas where applicable), sustainability and energy use;
 - health and wellbeing;
 - design evolution;
 - conceptual masterplan, and;
 - infrastructure and delivery phasing.

- 5.31 The Hoyland North Masterplan Framework incorporates the above information. The Framework and associated baseline studies have informed the technical assessments prepared as part of this application and the wider Environmental Statement.

6. Analysis

Principle of Development

6.1 This hybrid planning application seeks detailed permission for earthworks and access points and outline permission for up to 1.1 million square feet of employment development (use class B1/B2 and B8). The application sites are both allocated for employment uses in the recently adopted Barnsley Local Plan (Policies ES15 and ES17) and Policies E1 and E3. The proposed development accords with the conceptual masterplan (and principles) in the Hoyland North Masterplan Framework and also complies with national planning policy within the NPPF. The proposed development has the potential to generate 2,500 jobs. It is therefore considered that the principle of the proposed development is acceptable. This section will seek to demonstrate the benefits of the proposed scheme and its compliance with national and local planning policy. Accordingly, this section is structured as follows:

- Air Quality;
- Transport
- Ecology
- Landscape and Visual Impact
- Archaeology
- Flood Risk and Drainage
- Noise
- Layout

Air Quality

6.2 The proposed development is not within an Air Quality Management Area (AQMA) or an area identified as concern in respect of Air Quality. Notwithstanding this, BMBC require an Air Quality Assessment to be prepared for developments over a certain size. Accordingly, an Air Quality Assessment has been prepared for the site. The Air Quality Assessment includes consideration of construction and operational effects both for the application sites (ES15 and ES17) and the wider Hoyland North Masterplan area (cumulatively). Air Quality is also considered as part of the Environmental Statement submitted with this application.

6.3 The key findings of Air Quality Assessment are as follows:

- Construction Phase - During the construction phase, site specific mitigation measures detailed within the Air Quality Assessment will be implemented. With these mitigation measures in place, the effects from the construction phase are not predicted to be significant.
- Operational Phase – The assessment of the impact description of the effects associated with the proposed development, with respect to NO₂, PM₁₀ and PM_{2.5} exposure, the impact description of the proposed development is determined 'negligible' for all identified existing sensitive receptors.

6.4 It is therefore considered that the proposals are in accordance with paragraph 170 of the NPPF.

Transport

- 6.5 The application sites are situated to the north and south of Dearne Valley Parkway. The sites are not currently serviced by public transport.
- 6.6 A Transport Assessment and Framework Travel Plan have been prepared and form part of the application submission. Traffic Movements are also assessed within the ES (cumulatively with the wider Hoyland North development).

Public Transport

- 6.7 A public transport access strategy is currently being discussed with Harworth and the LPA which will continue to ensure synergy between the proposed development and those in the vicinity (i.e. the wider Hoyland area).
- 6.8 Due to the location of the proposed development and its relationship with existing bus services in the area, it is anticipated at the time of writing that the public transport strategy will include the following:
- Enhanced pedestrian and cycle connectivity to existing high frequency public transport services to the south of the development on the B6096;
 - Coordinated approach to provide additional pedestrian and cycle connections to high frequency public transport services on Sheffield Road.
- 6.9 It is proposed to enhance connections to existing services as opposed to seeking to divert services because this is deemed to offer better value and also will be more attractive to public transport users and increase catchment and therefore patronage.
- 6.10 The walk distance between the proposed development and the existing bus stops may be longer than desired but due to the high frequency nature of the bus services it means that the overall journey time will be reduced because there is less time waiting at bus stops. Also, the time spent on the bus is shorter and therefore a slightly longer walk time is preferred. When combined with the high frequency bus service, it offers a better solution i.e. high frequency bus and high-quality walking environment is preferred over a slightly reduced walk time with a less frequent service.
- 6.11 Additional pedestrian and cycle connections will be provided parallel to the Dearne Valley Parkway inside the site. The proposed link road connecting to Shortwood Roundabout will be designed to futureproof the accommodation of bus stops.

Traffic Movements

- 6.12 The Transport Assessment has fully assessed the proposed traffic movements for the application sites both in respect of the proposed development and cumulatively as part of the Hoyland North development. The Assessment has considered the identification of movements to be generated during the construction and operational phases of development. The consideration of the environmental effects of traffic during these phases. The effects on the public rights of way during construction and the consideration of the need for local highway improvements (including improvements to pedestrian and cycle links have also been assessed as part of the Transport Assessment).

- 6.13 It is therefore considered that the proposals are in accordance with Local Plan Policy T4 and paragraph 109 of the NPPF

Ecology

- 6.14 The application site has no nature conservation designations and no statutory international or national sites of nature conservation importance are present between 5km and 2km of the site. There are two non-statutory Local Wildlife Sites (LWS) within 1km of the site the closest of which is Short Wood and Hay Green LWS. A series of protected species surveys have been undertaken over a number of years including bats, breeding birds, water vole, reptiles and Great Crested Newts. These surveys have enabled the team's ecologist (FPCR) to build an accurate picture of the site as a whole. The surveys found limited evidence of protected species at the site. The sites are densely wooded and will involve the removal of a number of trees and habitat. The environmental impact of the loss of this habitat has been assessed as part of the Environmental Statement. The assessment also considers the wider cumulative impact of the development when combined with the other Hoyland North sites.
- 6.15 It is therefore considered that the proposals are in accordance with Local Plan Policy BIO1 paragraph 174(b) of the NPPF.

Landscape and Visual Impact

- 6.16 The application sites and wider Hoyland Masterplan area is not subject to any statutory designation or non-statutory local landscape designation. The Hoyland North Masterplan area has been assessed for visual and landscape effects as part of the preparation of the Hoyland North Masterplan Framework. The nearest listed buildings are the Hoyland Lowe Stand and St. Peters Church (both Grade II listed). Both of these buildings are outside of the Hoyland North Masterplan area (to the south). A buffer zone has been identified as part of the Masterplan proposals to protect the setting of these heritage assets.
- 6.17 Notwithstanding the above, a Landscape and Visual Impact Assessment (LVIA) has been prepared for the development to assess the impact of the proposals (including the cumulative impact of the Hoyland North sites) on the wider area.
- 6.18 In consultation with BMBC the consultant preparing the LVIA (Urban Wilderness) identified 16 viewpoints to be considered and submitted these to BMBC for review and comment. BMBC identified a further 4 viewpoints which have been incorporated into the LVIA report.
- 6.19 In addition, landscape and visual impact has been considered as part of the Environmental Statement which is submitted with this application.
- 6.20 It is therefore considered that the proposals are in accordance with Local Plan Policy D1.

Archaeology

- 6.21 Barnsley Local Plan Policies ES15 and HE6 have a requirement to consider archaeological issues and include an Archaeological Assessment as part of any planning application. Accordingly, an Archaeological Assessment has been prepared for site ES15, site ES17 did not require an assessment and was 'scoped out' following consultations with the South Yorkshire Archaeology service.

- 6.22 The Assessment found that the proposed development will have no direct or indirect impact on any designated assets. Previous mining activity up to the 21st century will have removed most of the archaeological potential and no further archaeological work is required.
- 6.23 It is therefore considered that the proposals are in accordance with Local Plan Policies HE1 and HE3.

Flood Risk and Drainage

- 6.24 The application sites ES15 and ES17 are both within Flood Zone 1 and are therefore at low risk of flooding. A Flood Risk Assessment has been prepared for the Masterplan area which confirmed that the wider area is at low risk of flooding. Notwithstanding this, the development proposals are informed by the Flood Risk Assessment submitted with this planning application.
- 6.25 The development proposals include sustainable drainage measures (ponds and swales) which will be managed by Harworth (via a management company). A drainage strategy for the sites has been prepared and is included in the application submission pack.
- 6.26 It is therefore considered that the proposals are in accordance with Paragraph 163 and Local Plan Policies CC3 and CC4.

Noise

- 6.27 A Noise Assessment has been prepared for the application site including a baseline noise survey at positions representative of nearby existing residential receptors and proposed residential receptors associated with nearby proposed developments within the Hoyland North Masterplan area which have planning approval. The assessment demonstrates that significant adverse effects in relation to sensitive residential receptors can be avoided from the operation of the proposed development.
- 6.28 It is therefore considered that the proposals are in accordance with paragraph 170 of the NPPF.

Layout

- 6.29 An indicative masterplan for sites ES15 and ES17 is included with the application submission. The detailed layout and design of the scheme will be reserved and therefore considered as part of a later reserved matters planning application. This planning application seeks to establish the principle of up to 1.1 million square foot of employment floorspace on the sites. The detailed element of the proposals relates to the earthworks and access points only.

7. Summary

- 7.1 This report can be summarised as follows:
- 7.2 Planning Permission is sought for a hybrid application comprising outline consent for up to 1.1 million square foot of employment land, infrastructure and landscaping and detailed consent for earthworks and access points.
- 7.3 The application sites Gateway 36 phases 2 and 3 (sites ES17 and ES15) are both allocated for employment development in the recently adopted Barnsley Local Plan. The development is therefore in accordance with the Local Plan and national planning policy.
- 7.4 Site ES17 is within the Hoyland North Masterplan Area (site ES15 is outside this area). The Hoyland North Masterplan Framework is expected to be adopted in December 2019 and forms the immediate context for the proposals.
- 7.5 The proposals are likely to generate up to 2,500 new jobs.
- 7.6 The proposals will not have a significant impact on air quality.
- 7.7 The proposals will seek to improve pedestrian and cycle connectivity to existing high frequency bus routes.
- 7.8 The traffic movements associated with the development have been assessed together with the wider cumulative impact of traffic movement for the Hoyland North development. The key findings of this assessment are included in the Transport Assessment which accompanies this application.
- 7.9 The application sites are not within or close to any nationally protected ecological sites and have limited potential for providing habitat for protected species.
- 7.10 The Landscape and Visual Impact of the proposals has been assessed and is included in the LVIA.
- 7.11 Site ES15 has been assessed (in accordance with Policy ES15) and has been found to have limited potential for archaeological remains.
- 7.12 The sites are within an area at low risk of flooding and incorporate comprehensive sustainable drainage systems to accommodate surface water runoff.
- 7.13 The proposals represent the first development (employment) phase of the Hoyland North Masterplan to come forward delivering 1.1 million sqft of employment floorspace, which is key proportion of the Local Plan employment land target (detailed in Policy E1 of the Local Plan).
- 7.14 The application proposal accords with an up-to-date development plan and it is therefore requested that the application be considered favourably and approved without delay.

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