PLANNING STATEMENT

Plot 2, Land West of Sheffield Road, Hoyland

Equites Newlands (Hoyland) Ltd

Job No: 2118DA00

DEVELOPMENT & PLANNING | LEEDS

August 2021

CUSHMAN & WAKEFIELD

CONTENTS

1.	Introduction	4
2.	Site and Surrounding Area	6
3.	Development Proposals	8
4.	Planning Policy Context	12
5.	Analysis	18
6.	Conclusions	30

Report Disclaimer

This report should not be relied upon as a basis for entering into transactions without seeking specific, qualified, professional advice. Whilst facts have been rigorously checked, Cushman & Wakefield can take no responsibility for any damage or loss suffered as a result of any inadvertent inaccuracy within this report. Information contained herein should not, in whole or part, be published, reproduced or referred to without prior approval. Any such reproduction should be credited to Cushman & Wakefield.

Version	Prepared by	Approved by	Date
Planning Statement	Katrina Hulse BA(Hons) MA, PGDipLaw MRTPI	Katharine Morgan BA (Hons), Dip TP, MRTPI	August 2021

1. Introduction

1.1 Cushman & Wakefield (C&W) has been instructed by Newlands Developments to prepare a full planning application 2 no. storage and distribution units (Use Class B8) at Hoyland West Plot 2, which comprises an area of land previously granted outline planning permission for employment uses under planning permission reference 2020/0647 ('the hybrid planning permission').

1.2 The proposal comes forward at a time when the UK is witnessing unprecedented steps being taken to attempt to mitigate the significant negative consequences of the ongoing COVID-19 pandemic and is seeking a swift economic recovery. H1 2021 take-up of logistics space in Yorkshire and the North East was record breaking demonstrating significant demand for this type of use driven by the explosion in online retail resulting from the pandemic. However, this is set against supply being at the lowest level ever recorded at 0.28 years (2.9% vacancy).[1]

1.3 With a recent Guardian article[2] highlighting Barnsley as one of the places staging the fastest recovery, in large part due to Hermes committing to building its largest warehouse in Europe on Plot 1 granted under the hybrid permission, we believe it is important to build upon this and deliver additional jobs and investment in the Borough at the earliest opportunity to assist with economic recovery. The development could deliver an estimated 550-600 new jobs[3] when operational as well as significant construction and indirect employment opportunities.

1.4 The principle of this type of use at this location has already been established through the hybrid permission and the Site displays all the hallmarks of a suitable logistics site, as described in the Planning Practice Guidance (PPG)[4].

1.5 A number of design parameters for Plot 2 were established through the hybrid permission in relation to use, footprint, height, appearance and relationship of any future units to the southern boundary of the site. Whilst the Applicant has sought to respect as many of these parameters as possible, existing on-site constraints, such as the electricity pylons, have resulted in the two units being sited closer to the southern boundary than the single unit shown on the approved Indicative Masterplan (Drawing 4400-001 Rev 28). This is contrary to Condition 20 of the Hybrid Permission and prevented the Applicant from making a Reserved Matters submission. Through pre-application discussions it was agreed with Barnsley Metropolitan Borough Council ('BMBC') that a full planning application should be submitted for the current proposals on Plot 2.

1.6 This is a standalone planning application for Plot 2 on an area of land comprising of 13.71ha.

1.7 An EIA Screening Opinion was received from BMBC in August confirming that the proposals constitute EIA Development and, consequently, an Environmental Statement is submitted as part of this application.

1.8 This Planning Statement will consider the planning context for the site (including planning policy context) and will provide analysis of the development proposals.

1.9 Accordingly, this report is structured as follows:

---

[1] Savills (July 2021) 'Big Shed Briefing'
[2] Guardian (22/04/2021) 'Barnsley posts UK's strongest growth in job opportunities'.
[3] Based on HCA Densities Guide (3rd Edition) (November 2015).
[4] MHCLG (March 2014) (as amended) Planning Practice Guidance: Housing and Economic Needs Assessment (Paragraph: 031 Reference ID: 2a-031-20190722)

- Section 2: Site and Surroundings (including planning history);
- Section 3: Development Proposals;
- Section 4: Review of Planning Policy;
- Section 5: Analysis, and;
- Section 6: Conclusions

2. Site and Surrounding Area

2.1 The proposed application site is an area of land comprising of 13.71ha to the west of Hoyland, Barnsley.

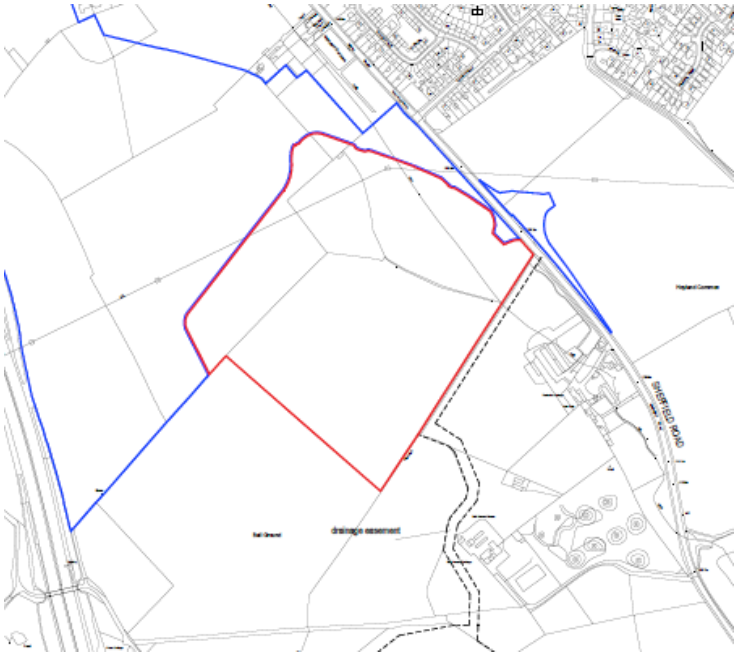


Figure 1: Extent of redline area

2.2 The application site was formerly a greenfield site in agricultural use, however under planning permission 2020/0647 (the hybrid planning permission) the site has been cleared and a development plateau has been created in contemplation of a future employment use. The site is located west of Sheffield Road, Hoyland and will be accessed via the new link road currently under construction as part of the hybrid planning permission. The site is within the Hoyland West Masterplan area and is allocated under Policy ES13 of the Barnsley Local Plan for employment uses (see Figure 2 below)

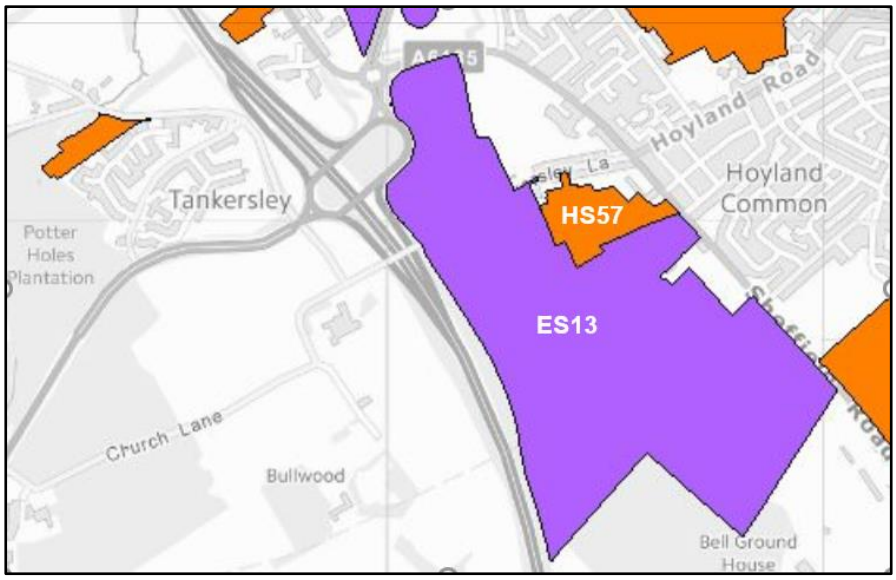


Figure 2: Extract from Local Plan Proposals Map

2.3 The application site is within an area of low risk of flooding (flood zone 1)[5]

Surrounding Area

2.4 To the west of the site is the M1 motorway with agricultural land beyond this. To the south is agricultural grazing land, Parkside, Bell Ground House and Bell Ground Wood. The land to the west and south is within the South Yorkshire Green Belt. To the east (beyond Sheffield Road) is residential development and to the north is the new Hermes Distribution Centre currently under construction and granted consent under the hybrid planning permission.

Planning History

2.5 The application site was granted outline planning permission as part of the hybrid planning permission covering an area extending to 53.5ha of land allocated in the Barnsley Local Plan under ES13. The hybrid planning permission was for:

'a development up to 103,086 sq.m of employment uses (use classes B1/B2 and B8) and associated works including access roads, drainage and landscaping, a) outline seeking approval over means of access and scale across 2 development plots (2&3) of up to 71,515 sq.m floorspace; and b) full application for the development of plot 1 (31,571 sq.m floorspace for use B8), associated earthworks and creation of access points including new roundabout to link with Hoyland south Masterplan Area (Local Plan references HS68, HS65, HS61, HS58, HS6, SL5).'

2.6 The hybrid planning permission included a number of conditions, inter alia, Condition 2 (list of approved plans), Condition 19 (application for approval of reserved matters for Plots 2 and 3), Condition 20 (siting of plots 2 and 3), Condition 21 (height parameters of Plots 2 and 3) and Condition 22 (footprint and use parameters for Plots 2 and 3).

2.7 Of particular relevance to this planning application is Condition 20, which states:

'The proposed layout in reserved matters submissions shall substantially accord with the approved masterplan. Buildings shall be located no closer to the southern boundary of the site than is shown on the indicative masterplan 4400 01 P28'.

2.8 The application proposal, although in accordance with the masterplan in respect of use, height and scale provides for two buildings the corners of which are closer to the southern boundary of the site than those in the approved masterplan. This precluded the Applicant from pursuing the current scheme via a reserved matters application. Through pre-application discussions BMBC advised that the proposals for Plot 2 do not accord with the scheme approved under the hybrid planning permission, and that it is not possible to amend Condition 20 to remove the reference to the southern boundary using a Non Material Amendment (NMA). Newlands were advised by BMBC that a full planning application could be submitted in respect of the proposals for Plot 2.

[5] As identified on www.flood-map-for-plannng.service.gov.uk

3. Development Proposals

3.1 Full planning permission is sought for the construction of two B8 employment units with ancillary offices including internal access roads, associated infrastructure and landscaping.

3.2 The application site is identified as Plot 2 on the approved masterplan 4400-001 Rev P28 (Ref: 2020/0647).

3.3 The site area is 13.71ha.

3.4 The application proposal is for 2 No. Units with a combined floorspace of 41,900 sq.m for use as storage distribution (Use Class B8) with ancillary offices. The height of the buildings respect the height parameters established through the West Hoyland Masterplan Framework and hybrid planning permission. The details of the scheme proposed are as follows:

- **Plot 2A** –
    - 23,226 sq.m of floorspace,
    - Height to ridge 18m / height to eaves 15m,
    - 169 car parking spaces,
    - 62 HGV spaces,
    - 27 docks
    - 25 cycles
    - 1,394 sq.m ancillary office
- **Plot 2B** –
    - 15,979 sq.m of floorspace,
    - Height to ridge 15.7m / height to eaves 12.5m,
    - 120 car parking spaces,
    - 43 HGV spaces,
    - 19 docks
    - 17 cycles
    - 1,301 sq.m ancillary office
- Internal estate roads
- Landscaping
- Electricity sub-station

3.5 A landscaping scheme has been designed that complies with the landscaping strategy approved under the hybrid planning permission and will ensure that the biodiversity net gain to be delivered under that permission is achievable.

Description

3.6 The description of development is as follows:

'Full planning application for the development of 2no. storage and distribution units (Class B8) with ancillary offices including creation of access roads, parking, associated landscaping and infrastructure'.

3.7 The following documents are submitted in support of the application proposal:

Drawing/Document Name	Prepared by
Drawing No. 4400-100-P10 Masterplan	PHP
Drawing No. 4400-101 P03 Location Plan	PHP
Drawing No. 4400-102-P03 Redline Plan	PHP
Drawing No. 4400-103-P03 External Materials Plan	PHP
Drawing No. 4400-105-P01 Dry Stone Wall Feature Details	PHP
Drawing No. 4400-300-P02 Plot 2A Elevations	PHP
Drawing No. 4400-200-P02 Plot 2A Plans	PHP
Drawing No. 4400-300-P02 Plot 2B Elevations	PHP
Drawing No. 4400-300-P03 Plot 2B Plans	PHP
Drawing No. 4400-201-P01 Gatehouse	PHP
Drawing No. 4400-E41 P4 Overlay	PHP
Drawing No. 4400-108-P01 Plot 2 Long Sections	PHP

Drawing No. 2044-150-S4-P4 Plot 2 Landscape Proposals	BCA
Drawing No. 2044-20-01-S8-P5 Soft Landscaping Schedule	BCA
Drawing No. 2044-20-02-S8-P1 Tree Pit Staking Proposals	BCA
Drawing No. 2044-20-04-S8-P6 Landscaping Proposals Drawing No. 4	BCA
Drawing No. 2044-20-05-S8 P8 Landscaping Proposals Drawing No. 5	BCA
Drawing No. 2044-20-06-S8 P5 Landscaping Proposals Drawing No. 6	BCA
Drawing No. 2044-20-07-S8-P7 Landscaping Proposals Drawing No. 7	BCA
Drawing No. 2044-20-08-S8-P7 Landscaping Proposals Drawing No.8	BCA
Landscaping Main Management Proposals	BCA
Soft Landscaping Specification	BCA
Preparation of Topsoil Specification	BCA
Design and Access Statement	Newlands
Planning Statement	Cushman & Wakefield
Noise Impact Assessment	Vanguardia
Air Quality Assessment	Vanguardia
Landscape Visual Impact Assessment	FPCR
Ecological Appraisal Plot 2 dated 20.8.21	FPCR
Biodiversity Management Plan Plot 2 Final	FPCR
Plot 2 Biodiversity Metric Calculation	FPCR
Energy and Sustainability Statement	Yonder
Preliminary BREEAM Assessment	Yonder

Geo-environmental/Geo-technical Desk Study for Hoyland Common, Barnsley (in 4 parts)	Applied Geology
Phase 1 Coal Mining Risk Assessment for Hoyland Common, Barnsley (in 7 parts)	Applied Geology
Ground Investigation Report for Hoyland Common (in 19 parts)	Applied Geology
Flood Risk Assessment (in 9 parts)	RPS
Flood Risk Assessment Addendum	RPS
Drainage Design Philosophy (in 12 parts)	RPS
Infrastructure Drainage Strategy	RPS
Drawing No. 1302 P01 1 in 100 Year and Climate Change	RPS
Drawing No. 1600 Proposed Levels Layout	RPS
Drawing No. 1300 P01 Surface and foul drainage layout	RPS
Drawing No. 1305 P01 Surface Water Catchment Plan	RPS
Arboricultural Impact Assessment	FPCR
2021-08-20-3560 Plot 2 Transport Statement	FPCR
2021-08-20-3560 Plot 2 Framework Travel Plan	FPCR
Public water supply – Planning Condition Statement	Utility Connections
Public Water Supply Condition Discharge Notice dated 25th February 2021	BMBC
Construction Environment Management Plan	Winvic
Construction Traffic Management Plan	Winvic
Environmental Impact Assessment	C&W
Acoustic Fencing Specification	Noisewall

Table 1: List of Plans and Documents

4. Planning Policy Context

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

Development Plan

4.2 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), Hoyland West Masterplan Framework and Council's Supplementary Planning Documents (SPDs) are also material considerations.

National Planning Policy Framework, 2021 (NPPF)

4.3 The NPPF sets a presumption in favour of sustainable development and a positive approach to planning as a means of supporting the country's economic and housing growth, whilst protecting the environment.

4.4 **Paragraph 8** of the NPPF advises that there are three overarching objectives to sustainable development – economic, social and environmental. It advises that these objectives are interdependent and should be pursued in mutually supportive ways. The three objectives are defined as follows:

a) **An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity, and identifying and co-ordinating the provision of infrastructure;

b) **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) **An environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimise waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.5 **Paragraph 81** of the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt and significant weight should be placed on the need to support economic growth and productivity.

4.6 **Paragraph 82** of the NPPF identifies clear economic objectives for planning policy. The paragraph states that Local Planning Authorities should:

a) Set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;
b) Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
c) Seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and

d) Be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.

4.7 **Paragraph 83** states that planning policies and decisions should recognise and address the specific locational requirements of different sectors,. Including storage and distribution operations at a variety of scales and in suitably accessible locations.

4.8 **Paragraph 92** of the NPPF requires planning policies and decisions to aim to achieve healthy, inclusive and safe places.

4.9 **Paragraph 106(a)** of the NPPF states that planning policies should support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

4.10 **Paragraph 107** of the NPPF outlines that parking standards for residential and non-residential development should consider the accessibility of the development, the type, mix and use of development, the availability of and opportunities for public transport, local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

4.11 **Paragraph 110** of the NPPF states that Local Authorities should consider appropriate opportunities to promote sustainable transport given the type of development and location. Decisions should consider if safe and suitable access to the site can be achieved for all users, as well as if an impact from the development on the transport network or highway safety can be cost effectively mitigated.

4.12 **Paragraph 111** of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4.13 **Paragraph 112** of the NPPF states that developments should give priority to pedestrian and cycle movements and have access to high quality public transport facilities, create safe and secure layouts, which minimise conflicts between traffic and cyclists or pedestrians, and consider the needs of people with disabilities by all modes of transport.

4.14 **Paragraph 119** of the NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

4.15 **Paragraph 127** of the NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

4.16 **Paragraph 130** of the NPPF states that developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime do not undermine the quality of life or community cohesion and resilience.

4.17 **Paragraph 161** of the NPPF states that Local Planning Authorities should apply a sequential risk based approach to the location of development taking into account all sources of flood risk and the current and future impacts of climate change.

4.18 **Paragraph 174** of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by (inter-alia), protecting and enhancing valued landscapes, minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and preventing new and existing development from contributing to, being put at unacceptable risk from , or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

4.19 **Paragraph 194** states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Barnsley Local Plan (2019)

4.20 The application site is allocated for employment development within the adopted Barnsley Local Plan (site ES13 – see figure 3 (below).

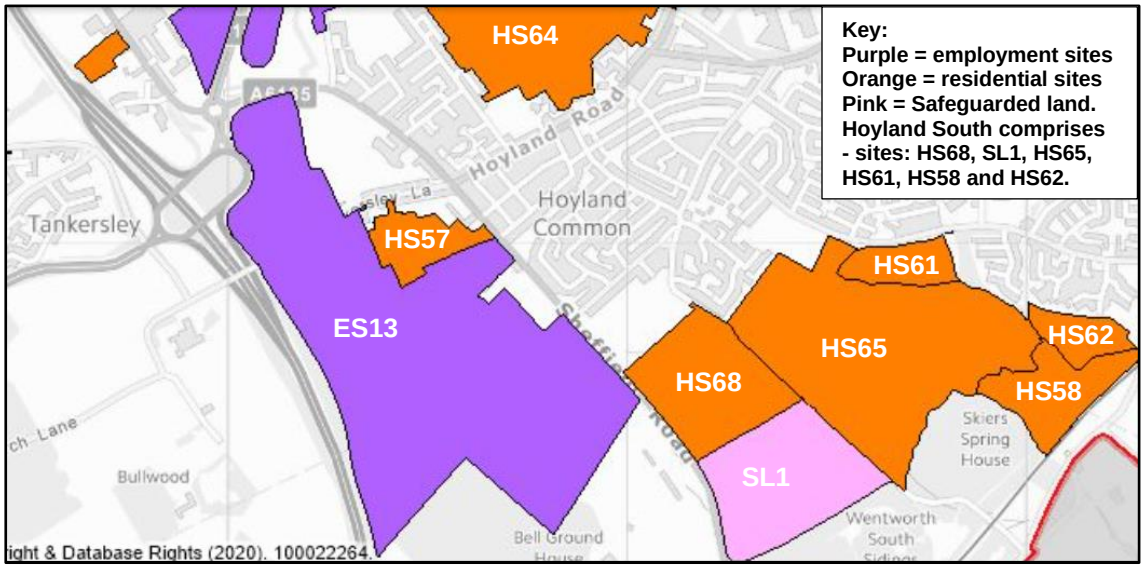


Figure 3: Extract of the Barnsley Local Plan Proposals Map

4.21 **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.

4.22 **Policy E2** provides details of the approximate distribution of employment land during the local plan period (Hoyland is included in this distribution).

4.23 **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 (use class B8).
- Ancillary uses will be allowed where appropriate in scale.

4.24 **Policy ES13** identifies criteria for the development of the site. The criteria includes (inter-alia):

- Provide a link road between the new Birdwell roundabout linking to Tankersley Lane and from there to Sheffield Road;
- Relocate the area of Rockingham Sports Ground that falls within the site boundary to an appropriate location within Hoyland Principal Town. The replacement pitch and associated facilities must be constructed and available for use before development on the existing sports ground site commences;
- Consider impact on residential amenity and include appropriate mitigation where necessary;
- Retain the mature trees and hedgerows;
- Provide a buffer strip at least 10 metres wide along the common boundary with the M1;
- Ensure that development respects the landscape and wider countryside, and incorporates appropriate mitigation measures to address impacts on the adjacent Green Belt and countryside, including the planting of a substantial tree belt at the southern boundary in order to define the new Green Belt boundary;
- Undertake necessary drainage works;
- Provide air quality assessments in accordance with policy Poll 1, and;
- Prepare an Archaeological Assessment for the site informed by a field evaluation (if necessary).

4.25 **Policy Poll1** states that development will be expected 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.

4.26 **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.

4.27 **Policy D1** relates to design and 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.

4.28 **Policy HE1** states that the Council will positively encourage development which will help the conservation of Barnsley's Historic Environment.

4.29 **Policy HE6** states that applications for development sites where archaeological remains may be present must be accompanied by an appropriate archaeological assessment.

4.30 **Policy BIO1** states that development will be expected to conserve and enhance the biodiversity and geological features of the borough.

4.31 **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.

4.32 **Policy CC2** states that all non-residential development will be expected to achieve a minimum standard of BREEAM 'Very Good).

4.33 **Policy RE1** states that all developments will be expected to seek to incorporate initially appropriate design measures, and thereafter decentralised, renewable or low carbon energy sources in order to reduce carbon dioxide emissions and should at least achieve the appropriate carbon compliance targets as defined in the Building Regulations.

4.34 **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.

4.35 **Policy CC4** states that all major development will be expected to use SuD's to manage surface water drainage.

4.36 **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.

4.37 **Policy GS1** states that proposals which involve the loss of green space (including sports pitches) will not be allowed unless an appropriate replacement green space of equivalent or improved quality, quantity and accessibility is provided which would outweigh the loss.

Hoyland West Masterplan Framework

4.38 The Hoyland West Masterplan Framework was approved by Barnsley Council in September 2020.

4.39 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.

4.40 The Hoyland West Masterplan Framework incorporates the above information. The Framework has informed the technical assessments prepared as part of this application and the wider Environmental Statement.

Biodiversity and Geodiversity SPD (May 2019)

4.41 The above SPD states that any development proposal which may do harm to a biodiversity or geodiversity interest should follow the mitigation hierarchy thus: avoid, mitigate, compensate. If it is not possible to avoid damage to the interest and planning permission is still requested for then the developer/applicant should seek to mitigate impacts by good design which not only retains as much of the value in situ as possible, but also reduces impacts during the construction phase and leaves behind value which is protected and maintained. On occasion, the LPA may allow compensatory works on other sites outside of the development where avoidance or mitigation are not possible/sufficient, but this should be seen as a last resort.

Development on Land Affected by Contamination (November 2019)

4.42 This SPD provides details of the level and type of information required for applications which relate to contaminated land. A range of Geo Technical Reports have been prepared for this application (see Table 1).

5. Analysis

Principle of Development

5.1 This full planning application seeks planning permission for 2 No. Units for B8 use, ancillary office accommodation, internal access roads, landscaping and infrastructure. Outline planning permission has already been granted for 46,154 sq.m of floorspace for Use Class B8 in respect of the application site and therefore the principle of employment development of the scale and type proposed has already been established. The application site is allocated for employment use in the adopted Barnsley Local Plan as part of a wider development allocation (Policy ES13) and Policies E1 and E3. The proposed development accords with the conceptual masterplan (and principles) in the Hoyland West Masterplan Framework and also complies with national planning policy guidance contained within the NPPF. The development is for 2 No. Units with a combined floorspace of 41,899 sq.m for use as storage and distribution (Use Class B8) with ancillary offices. The maximum height of Unit 2A is 18 metres to ridge, in line with the parameters set out in the West Hoyland Masterplan Framework and the hybrid planning permission (Unit 2B is lower at 15.7 metres to ridge), again in line with the established height parameter.

5.2 The application proposal will bring further investment and employment opportunities to the Borough once complete. Paragraph 81 of the NPPF is clear that the need to support economic growth and productivity, taking into account local business needs and wider opportunities for development, should be afforded 'significant weight' in decision-making. This was reflected in two recent Secretary of State (SoS) decisions for storage and distribution uses: Harworth's Wingates scheme and Tritax Symmetry Limited's Wigan scheme. Moreover, in the Tritax Symmetry decision, the SoS also attributed 'significant weight' to the locational benefits of the scheme for logistics in line with Paragraph 83 of the NPPF.

5.3 In light of the above, it is 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
- Trees
- Landscape and Visual Impact
- Heritage
- Flood Risk and Drainage
- Noise
- Land contamination
- Design
- Sustainability
- Planning Balance

Air Quality

5.4 An Air Quality Assessment has been undertaken by Vanguardia to support the proposal, in accordance with Policy ES13 of the Local Plan. The Air Quality Assessment includes consideration of construction and operational effects for the application site. Air Quality is also considered as part of the Environmental Statement (ES) submitted with this application.

5.5 Construction impacts are considered, and the assessment concludes that the same mitigation measures will be incorporated as those previously granted planning permission. In line with the conclusions of the original air quality assessment, with the mitigation measures in place, the impacts will be temporary, adverse but 'not significant'.

5.6 The quantitative assessment undertaken compared the proposed daily traffic flows associated with the current application proposal against the consented daily traffic flows for Plot 2. The comparison has demonstrated that there will be a net reduction in daily traffic flows.

5.7 The original air quality assessments that were undertaken for the hybrid scheme represented a worst case scenario and demonstrated that there were no exceedances of the air quality objective. As the current scheme demonstrates a net reduction in traffic movements, no further modelling has been undertaken.

5.8 It is therefore considered that the proposals are in accordance with POLL1 of the Barnsley Local Plan and Paragraph 174 of the Framework.

Transport

5.9 The application site is situated west of Sheffield Road and will be accessed via a new link road from Birdwell Roundabout at Junction 36 of the M1 to Sheffield Road to the south of the site, providing a bypass for through traffic to the west of the settlement of Hoyland.

5.10 A Transport Statement 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 West development and other consented development).

Public Transport

5.11 The development is located to the west of the residential area of Hoyland and, as such, is served by a number of bus services. There are stops located along Tankersley Lane, as well as along the east of the development site on the A6135 Sheffield Road and to the north along A61 Sheffield Road. The hybrid permission provides for bus stops on the new link road, which will become active once they are deemed to be commercially viable by the bus operator.

5.12 The development has been designed to be inclusive and ensure that potential users and visitors, are able to access and navigate unimpeded through all appropriate areas of each building and the surrounding public realm. Appropriate tactile paving, wide footways without obstacles, signage and street lighting will be provided to ensure a safe, functional and attractive pedestrian environment.

5.13 New pedestrian infrastructure will be provided throughout the site. The new link road has appropriate pedestrian and cycle facilities, and continuous routes through the development will be accommodated by means of the proposed internal street network. Covered and secure cycle parking will be provided in accordance with BMBC's adopted parking standards.

5.14 The application proposal for Plot 2 will be able to take advantage of the attractive pedestrian and cycle facilities/infrastructure that are being developed as part of the hybrid planning permission.

Traffic Movements

5.15 The Transport Statement considers the trip generation associated with the proposed development and compares it with the trip generation associated with the consented scheme. The consented scheme assessed vehicle trip generation based on a B2 use as it was anticipated that either B2 or B8 uses could come forward in the future. A B2 use generates higher trip numbers compared to a B8 use and represented the worse-case scenario. The proposed development generates fewer trips than previously assessed and, as such, it is concluded that no further assessment is required.

5.16 It is therefore concluded that the proposals are in accordance with Barnsley Local Plan Policy T4 and Paragraph 111 of the Framework.

Ecology

5.17 An Ecological Appraisal and Net Gain Assessment have been carried out in support of the proposed development on Plot 2. The Appraisal references the previous surveys and assessments that were carried out for the wider hybrid scheme. Plot 2 was surveyed as part of the work undertaken to support the hybrid planning permission. The current proposals for Plot 2 are not materially different in terms of their potential ecological impacts when compared with the hybrid planning permission. Under the new Plot 2 proposals the extent of green infrastructure has slightly increased providing more compensation for the same habitat losses and impacts to species. In line with the assessment carried out to support the hybrid planning permission the losses are not considered to represent a constraint to the revised Plot 2 proposals.

5.18 The planning application is also supported by a Biodiversity Enhancement Management Plan (BEMP). The BEMP provides details of the overall management mechanisms and responsibilities, habitat creation methods, targeted management objectives and prescriptions, monitoring and provisional five year work programme objectives.

5.19 The application proposals are considered to comply with Barnsley Local Plan Policy BIO1 and Paragraph 174 of the Framework and overall deliver improved biodiversity net gain when considered alongside the wider Hoyland West proposals.

Trees

5.20 An Arboricultural Impact Assessment (AIA) is submitted in support of the planning application and includes an arboricultural method statement, tree protection plan and tree protective barrier methods.

5.21 The survey work undertaken in support of the AIA surveys one woodland and one individual tree, both of which were assessed as falling within Category A. The AIA confirms that the development has been ‘constraint led’ in order to keep the arboricultural impacts to a minimum and has taken into account the value of the existing trees. No trees are required to be removed as part of the application proposal, with adequate separation from the existing trees. In addition, the new planting proposed will have a positive impact by expanding the existing tree stock that will have a positive impact on the local area.

5.22 It is therefore considered that the application proposal complies with Policy BIO1 of the Barnsley Local Plan and Paragraphs 131 and 180 of the Framework.

Landscape Visual Impact

5.23 The application site and wider Hoyland West Masterplan area is not subject to any statutory designation or non-statutory local landscape designation.

5.24 The Hoyland West Masterplan area was assessed from a landscape and visual perspective as part of the preparation of the Hoyland West Masterplan Framework. The nearest listed buildings within a kilometre of the application site include St Peter's Church and Old Hall. St Peter's Church is located to the west of the M1 motorway and impacts on the setting of this building would not be expected. The Old Hall is located to the east of the M1, south west of Bell Ground. The nearest part of the development is the attenuation pond and this has been relocated further away from the Old Hall to the south and therefore it is not expected that this feature would impact on the setting of this building.

5.25 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 West sites) on the wider area.

5.26 The landscape character of the site and its context is varied and comprises a mix of uses and features, with large scale development/construction site adjacent to the site within the Plot 1 area, medium scale development and settlement to the north, urban settlement edge to the north and east, major road corridor to the west and woodland vegetation to the south, with more agricultural fields to the west, south and east.

5.27 The site itself is currently a construction site, with high voltage powerlines crossing the site from north west to south, with a tall phylon located in the north eastern corner of the site.

5.28 In respect of visual amenity, the LVIA concludes that there will be very limited opportunity to see the proposed development from receptors to the west and south west. To the south, east and north views will be more prominent, especially close to the site, with the highest part of the proposed buildings visible even after the structural planting matures.

5.29 The proposed development will initially result in obvious and apparent changes to views. However, the proposed development will be viewed against the wider Hoyland West development and will appear as an integral part of it. The principle of large storage and distribution buildings has already been established through the hybrid planning permission with the construction of the Hermes building on Plot 1 now underway. Indeed, the Indicative Masterplan (Drawing 4400-001 Rev 28) approved under the hybrid shows a large storage and distribution unit on Plot 2. Therefore the proposed development will not be introducing uncharacteristic elements into the view.

5.30 The Design and Access Statement describes how the proposed buildings have sought to respect the parameters established through the Masterplan Framework and hybrid permission. The height parameters are respected and market evidence is provided to justify the buildings' height proposed through this application. Whilst parts of the buildings are located closer to the southern boundary that the single unit shown on the approved Indicative Masterplan, the overall visual impacts will be less, as confirmed in FPCR's LVIA. Designed-in mitigation in the form of the grey horizontal banding, alongside strategic landscape planting, will assist in ameliorating the visual impacts of the proposal.

5.31 Although the scheme will result in some notable landscape and visual effect, these will be predominantly confined to the site and its immediate context.

5.32 The scheme includes a robust landscaping strategy that has been carefully designed to mitigate the potential effects of the proposed development. Once the proposed planting for Plot 2 establishes, the LVIA concludes that the proposed development will not result in any unacceptable residual effects on landscape character or visual amenity.

5.33 In addition, landscape and visual impact has been considered as part of the Environmental Statement which is submitted with this application.

5.34 It is therefore considered that the proposals are in accordance with Barnsley Local Plan Policy D1.

Heritage

5.35 A Heritage Impact Assessment has been carried out to assess the impact of the Plot 2 proposals on the setting of Listed Buildings within the wider area. The purpose of this work is to underpin the findings of the LVIA. When the hybrid planning permission was prepared heritage matters were scoped out of the EIA. However, BMBC confirmed that more detailed assessment was required on the setting of a number of Listed Buildings in the wider area and, as such, heritage was scoped into the EIA for this proposal. Impact on the setting of Listed Buildings is therefore considered as part of the Environmental Statement.

5.36 The assessment concludes that a limited number of heritage assets will be affected by the proposed development, but these are minor impacts. The assessment recognises that the ridge height parameters of the Plot 2 proposals have already been approved as part of the hybrid planning permission and are therefore established. The current Plot 2 proposals comply with the previously approved ridge heights and mitigation has been designed in through the use of grey horizontal banded cladding.

5.37 The application proposal does result in minor impacts to the setting of Keppel's Column and the Hoober Stand monument, however these are less than substantial and the public benefits in respect of jobs and the wider economic benefits are considered to outweigh this minor harm. It is considered that the application proposal is in accordance with Policy HE1 of the Barnsley Local Plan and Paragraphs 194 and 202 of the Framework.

Flood Risk and Drainage

5.38 The application site (ES13) is within Flood Zone 1 and is therefore at low risk of flooding. A Flood Risk Assessment was prepared for the hybrid planning application which confirmed that it is at low risk of flooding. A Flood Risk Addendum has been prepared for this planning application confirming the conclusions of the FRA are still valid.

5.39 The proposed development will benefit from sustainable drainage measures (basins) that were approved under Planning Permission 2021/0637. A drainage strategy for the wider site has been prepared and is included in the application submission pack (in accordance with Local Plan Policy ES13). The drainage proposals for Plot 2 are in line with the overall Drainage Design Philosophy and Drainage Strategy that apply to the wider Hoyland West site.

5.40 It is therefore considered that the proposals are in accordance with Paragraph 163 of the Framework and Barnsley Local Plan Policies CC3 and CC4.

Noise

5.41 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

5.42 As part of the noise assessment, construction noise has been undertaken based on preliminary estimates of construction plant and machinery likely to be used by the appointed contractor. Based on the typical construction noise levels no significant adverse effects are expected at the receptor locations. Overall construction noise is likely to be audible at most of the receptors from time to time, but any adverse impact and effects will be mitigated and reduced to a minimum by the use of best practicable means. A Construction and Environmental Management Plan is submitted as part of the application which sets out some of the mitigation measures that will be put in place to reduce the impacts of construction activity on local receptors. It is expected that this will be secured via a suitably worded planning condition.

5.43 In terms of road traffic noise that may occur as a result of the proposed development, the proposed development of Plot 2 would result in a net reduction in average daily traffic movements compared to those previously assessed for the hybrid planning permission. Therefore, traffic noise impacts will be no worse than previously assessed and consented. For both the daytime and night-time assessment period, there would not be a significant adverse effect from road traffic noise at any receptor.

5.44 Assessment of operational noise from Plot 2 indicates that the development proposal would not exceed background sound levels at any of the modelled receptors and therefore no adverse effects are expected.

5.45 Maximum noise levels from operational HGV activities at night have also been considered and are below the relevant threshold for adverse effects at all receptors except 03., which are the nearest residential properties to the Site on Parkside Road. To reduce the noise impact at this receptor, mitigation is proposed in the form of a 2 metre high acoustic barrier along the boundary of the service yard of Plot 2B. This barrier attenuates the maximum noise levels by 5dB and brings the impact below the threshold of an adverse effect. The barrier will also reduce operational noise impact from Plot 2 at receptor 03 by 4dB. Details relating to the specification of the fencing is submitted as part of the application and again it is anticipated that this will be secured via a suitably worded planning condition.

5.46 In addition, noise impacts have been considered as part of the Environmental Statement, which is submitted with this application.

5.47 It is therefore considered that the proposals, taking into consideration the proposed mitigation, do not result in any residual adverse impacts that would indicate that planning permission should be refused. It is considered that the proposals in respect to noise are in accordance with Policy POLL1 of the Barnsley Local Plan and Paragraph 174 of the Framework.

Land Contamination

5.48 The following reports have been prepared in respect of land contamination and are included in the application pack.

- Desk Study Report for Hoyland Common, Barnsley Ref AG3080-19-AJ70 January 2020

- Phase 1 Coal Mining Risk Assessment for Hoyland Common, Barnsley Ref: AG3080-19-AJ77, January 2020
- Ground Investigation Report for Hoyland Common, Barnsley Ref: AG3080-19-AK21 Rev 1 November 2020
- Geotechnical Design Report for Hoyland Common, Barnsley Ref: AG3080-19-AK36 Rev 1 September 2020
- Geotechnical Design Report for Plot 2 Hoyland Common, Barnsley, AG3080-19-AL82 February 2021

5.49 The investigations revealed that significant parts of the site are underlain by opencast backfill materials that comprise overburden materials resulting from the opencast operations. These materials are predominantly cohesive soils with varying amounts of gravel to boulder size rock fragments – mudstone, siltstone, sandstone, ironstone and coal. The depth of opencast backfill materials varied, generally increasing to the east up to circa 15m deep.

5.50 Two main coal seams were opencast mined at the site and also locally encountered in boreholes drilled outside the opencast areas, these were the Dunsil Seam and Swallow Wood Seam. These seams were shown to be intact where not removed by opencast mining and no drilling and grouting works are envisaged.

5.51 The site has also been subjected to deep underground mining of several other seams, however, the Coal Authority Report advises that any ground movements due to this deeper mining should have now ceased.

5.52 No potential sources of contamination were identified at the site, other than the possibility of the opencast backfill materials containing deleterious materials. Contamination testing of soil samples showed no elevated concentrations of typical contaminants and no remediation is considered necessary.

5.53 It is therefore considered that the proposals accord with Barnsley Local Plan Policy POLL1 and Paragraph 174 of the Framework.

Design

5.54 The design process has been iterative and informed by the result of assessment and evaluation work carried out by the consultant team, as summarised in the Assessment and Evaluation sections of the Design and Access Statement.

5.55 The final design has sought to respond to the site and its surroundings, and to provide a considered design response. The character of the wider area will be reflected, where possible, through the use of locally native planting, and entrance features that reflect characteristic landscape elements, such as dry stone walls and ridge and furrow.

5.56 The building elevations are clad using grey horizontal banding that will assist in reducing the perceived massing of the buildings as they assimilate better with the sky. Active facades will face out onto parking areas.

5.57 Plots 2A and 2B incorporate the following design principles:

- Efficient and logical plot arrangement with regards to the layout of the buildings, parking, servicing, access and landscape.
- Buildings that are well designed in terms of arrangement, scale, form and architectural design
- Creation of an accessible, secure and safe environment, with a particular emphasis on the movement of pedestrians and cyclists
- Use of an appropriate palette of colours, materials and details to ensure that the built form assimilates well within its surrounding context whilst using a consistent colour palette to tie the units together.
- A well designed movement network in terms of legible framework of access points, roads, parking, servicing and pedestrian areas
- Key frontage treatments at areas visible from the link road and any foot ways/cycleways
- Use of coloured elements to east the facade of the building and glazed features where appropriate
- Design employee parking to the front of the building and encourage servicing activities to the rear
- Follow appropriate highway design and parking standards as defined by BMBC
- Introduce green infrastructure, including new planting and green space around the perimeter of the plot, to soften and assimilate the built form into its context and link into the wider green infrastructure network approved under the hybrid scheme

5.58 It should be noted that the buildings are designed to comply with the parameters of the hybrid planning permission in respect of their scale. The design of the application proposal follows the principles set out in the Hoyland Masterplan Framework, and complies with Barnsley Local Plan Policies ES13 and D1, and Paragraphs 127 and 130 of the Framework.

Sustainability

5.59 A Sustainability Statement accompanies the planning application. The following recommendations are made for the development proposal as being the most technical and economically viable:

- Passive design measures in the form of improved insulation levels and reduced air permeability have been applied to reduce the base energy demand of the building;
- Energy efficiency measures in the form of high efficiency direct acting heating, low energy fans, LED lighting etc will reduce the energy consumption of the building;
- Air source heat pumps supplying the office heating and thermodynamic heat pump panels servicing the hot water generation providing a 19.2% reduction in predicted annual carbon emissions.
- A BREEAM rating of 'Excellent' under the New Construction 2018 criteria.

5.60 Overall a cumulative reduction in carbon emissions of 49.5% is achieved when the fabric and system efficiency savings are taken into account.

5.61 It is therefore considered that the proposals are in accordance with Barnsley Local Plan Policies CC1, CC2, RE1 and POLL1 and Paragraph 154 of the Framework.

Planning Balance

5.62 The Framework requires new development to be sustainable (Paragraph 7). To achieve sustainable development the planning system should give consideration to three overarching objectives – economic, social and environmental and these should not be considered in isolation. Where sustainable development accords with the Development Pan it should be approved without delay (Paragraph 8).

Economic Objective

5.63 The proposed development will meet the economic objective of the Framework to help build a strong, responsive and competitive economy (Paragraph 81). Paragraph 83 requires local authorities to recognise and address the locational requirements of different sectors and acknowledges that storage and distribution have very specific requirements, as defined in the PPG[6]. The location of the application site meets with those requirements.

5.64 The application proposal builds on the important investment secured for Plot 1 and will deliver additional jobs and investment in the Borough at the earliest opportunity to assist with economic recovery. The development could deliver an estimated 550-600 new jobs[7] when operational, as well as significant construction and indirect employment opportunities.

5.65 The PPG recognises that the logistics industry plays a critical role in achieving sustainable economic growth objectives and has distinct locational requirements. Strategic facilities require significant amounts of land, good access to strategic transport networks, sufficient power capacity and access to an appropriately skilled workforce. The need for such facilities can be informed by a number of factors including engagement with logistics developers and occupiers, analysis of market signals and analysis of economic forecasts.

5.66 A market assessment has been carried out by Burbage Realty and is submitted in support of the application proposal. This report confirms that there has been significant expansion in the warehouse market over the last 10 years due to the significant growth in ecommerce and online retail. Notwithstanding the pandemic and weak economic conditions, 2020 saw a significant increase in occupier demand for Grade A logistics floorspace with a total take-up of 35.8m sq. ft for the year representing a 64% increase compared to 2019 levels and a 44% increase over the average five year annual take-up rate. Speculative new floorspace represented a significant percentage of the whole (34%) and was appealing to the market as it provided a means to quickly satisfy demand for both ecommerce operators and those involved with distributing person protective equipment (PPE).

5.67 In respect of demand this is expected to continue, albeit at perhaps not at the rates of increase in demand seen in 2020. However, it is anticipated that demand will continue across all sectors for the foreseeable future at higher than historic demand levels.

---

[6] PPG - Paragraph: 031 Reference ID: 2a-031-20190722

[7] Based on HCA Densities Guide (3rd Edition) (November 2015).

5.68 There is currently an undersupply of Grade A logistics and distribution floorspace nationally, and in the North Midlands and Yorkshire there are currently no speculative units under construction within these market areas, despite the strong demand across a number of sectors. The application proposal will bring forward much needed Grade A floorspace, which will contribute towards economic growth in the wider Yorkshire area, but more specifically will bring substantial economic benefits to Barnsley.

5.69 Overall, the application proposal will deliver a range of economic and financial benefits that will contribute towards the provision of infrastructure and services in Barnsley and the wider area, including:

- New jobs and training opportunities at the construction phase;
- Supply chain benefits;
- Increase spend in the local area at both the construction and operational phase, assisting in creating a strong and vibrant local economy and supporting existing businesses in the local area
- Circa 600 new jobs at the operational phase;
- Business Rates receipts

5.70 The application proposal brings with it significant economic and financial benefits that accord with sustainable development principles and it is considered that significant weight should be given to these benefits in the determination of this planning application in line with Paragraph 81 of the NPPF.

Social Objective

5.71 The site is allocated in the Barnsley Local Plan for employment use (Policy ES13) and already benefits from outline planning permission (Ref: 2020/0647). The proposals represent the third phase of the development of the Hoyland West site and the delivery of a key employment site. The site will generate key employment for local people which will improve the lives of many Barnsley residents. The site is in a sustainable location close to public transport links and has good pedestrian and cycle links. This sustainable location will provide people with an alternative to get to work other than in a private car and contribute to improvements in resident's health and wellbeing. Moderate weight should be given to the social benefits that arise from the application proposal in the determination of this planning application.

Environmental Objective

5.72 The application site is not located in an area with an environmental designation. Development on the least environmentally sensitive sites is considered to represent an environmentally sustainable solution, resulting in reduced pressure for development to occur on sites that are more constrained by environmental factors. Under the hybrid planning permission 2020/0647, earthworks have already been undertaken across the site to create a development plateau and therefore the previous agricultural nature of the site is no longer evident. The net gain in respect of biodiversity and mitigation measures have already been consented through the hybrid planning permission and improvements brought forward through these proposals are detailed in the Biodiversity Ecological Management Plan (BEMP).

5.73 The environmental impacts of the proposal are comprehensively considered in the Environmental Statement which accompanies this application. The landscape and visual impacts are considered within the Landscape Visual Impact Assessment (LVIA) and the Environmental Statement. The LVIA concludes that the landscape character of the site and its context is varied and comprises a mix of uses and features particularly to the north, east and west. Although the land to the south and immediate west of Plot 2 is designated as Green Belt, overall the site should be viewed within the context of an urban settlement edge. At the time the LVIA was carried out the character of the site was industrial. A high voltage powerline cuts across the northeast of the site and the associated pylons represent the dominant landscape elements – these will remain following completion of construction works. Although currently in a state of transition, the site and wider area will undergo significant change as a result of its redevelopment for employment uses.

5.74 Overall, the LVIA concludes that the immediate landscape is of low value, however the effects on landscape at the construction stage for the site and immediate context will be moderate adverse. Following completion of the construction phase, the landscape effects are assessed as moderate adverse and moderate/minor adverse at Year 15.

5.75 In respect of visual effects, the LVIA concludes that the construction effects are judged to be of a high magnitude of visual change for local sensitive receptors, and the visual effects are judged to be major/moderate adverse for sensitive receptors in close proximity to the site, but moderate adverse to negligible for less sensitive receptors and those at a distance from the site.

5.76 The LVIA concludes that there will be limited opportunity to see the proposed development from the west and south west. Views of the development from the south, east and north will be more prominent, especially close to the site, with the highest parts of the buildings visible even after structural planting matures. The level of effects will be moderate adverse by Year 15 and it is considered that the wider mitigation associated with the Hoyland West Masterplan Framework will help the development assimilate with its surroundings.

5.77 Overall, there will be some obvious changes to the site, particularly those views experienced in close proximity to the site. However, as the application proposal forms part of a wider strategic development, it will not be introducing uncharacteristic elements into the view. The design process has been iterative, with proposals for massing, cladding and landscaping incorporated to ameliorate visual impacts. In particular, the change to grey cladding during the design process, assists in assimilating the development into the landscape. A comprehensive landscaping scheme is proposed as part of the development proposals that will contribute towards net biodiversity gain and high quality green infrastructure to assist in mitigating the overall visual impact of the proposal.

5.78 In respect of traffic impacts, the application proposal generates fewer trips than previously assessed under the hybrid planning permission – this assumed a B2 use at the site as a worst case scenario in terms of traffic generation. The reduction in forecast traffic arising from the proposed development consequently has a beneficial effect on air quality. The previous assessment for the hybrid planning permission demonstrated that there were no exceedances, and consequently the current proposals did not require further modelling.

5.79 The noise impacts of the development have been considered at both the construction and operational phases. Although noise levels from operational HGV activities at night exceed relevant thresholds at one receptor (03), with mitigation in the form of a 2 metre high acoustic barrier, the sound levels are attenuated reducing the impact below the threshold of an adverse impact.

5.80 The Site Investigations undertaken as part of the wider site area conclude that there are no potential sources of contamination identified at the site, other than the possibility of the opencast backfill materials containing deleterious materials. Contamination testing of soil samples showed no elevated concentrations of typical contaminants and no remediation is considered necessary.

5.81 The application proposal is expected to achieve a BREEAM 'Excellent' rating (exceeding the minimum requirements of Barnsley Local Plan Policy CC2) and aim to reduce carbon emissions by 49.5% using a combined approach of fabric and system efficiencies.

5.82 There are a number of positive environmental benefits that the application proposal delivers including:

- 10% Net Biodiversity Gain when considered as part of the wider Hoyland West development.
- A reduction in trip generation compared with the hybrid planning permission and the consequential benefits that this will bring in respect of Air Quality
- Reduction in carbon emissions of 49.5% and achieving BREEAM 'Excellent'.
- High quality design that has responded sensitively to the site context through the use of grey horizontal banding as the main elevational treatment to Units 2A and 2B

5.83 Although it is recognised that there are some environmental impacts that arise as a result of the application, particularly in relation to landscape and visual impacts, minor impacts on heritage setting and noise impacts, appropriate mitigation has been incorporated to reduce this harm to acceptable levels. Overall, the substantial benefits of the application proposal particularly in respect of economic, social and improvements to the scale and massing (compared to the hybrid planning permission) significantly outweigh the environmental impacts. The application proposal is therefore considered to represent a sustainable form of development that accords with the Development Plan and there are no material planning reasons why planning permission should not be granted without delay.

6. Conclusions

6.1 This application seeks full planning permission for:

Full planning application for the development of 2no. storage and distribution units (Class B8) with ancillary offices including creation of access roads, parking, associated landscaping and infrastructure'.

6.2 The construction of two speculative storage and distribution units will build upon the significant investment and employment opportunities being generated in Barnsley through the Hoyland West development: a designated employment site in the Barnsley Local Plan. This will assist with post-pandemic economic recovery and comes at a time of record take-up of logistics units but also record low levels of supply. In Yorkshire and the North East there is only 0.28 years of supply left with a record low vacancy rate of 2.9%.

6.3 Consideration has been given to the potential impact of the development including the traffic impacts and impact upon ecology, landscape and visual receptors, flood risk and drainage, noise, heritage and air quality. An Environmental Statement is also submitted in support of the application. The proposals are carefully considered and predicated on technical assessment and pre-application advice.

6.4 The quantum and scale of development proposed is in line with the hybrid planning permission and the Hoyland West Masterplan Framework. The proposal represents an appropriate balance between reducing impacts on the nearby receptors and ensuring that the units are market facing and reflect what can reasonably be expected from storage and distribution units in terms of institutional occupier requirements.

6.5 The proposal is considered to comply with relevant policies in the development plan, and national planning policy. In circumstances where proposals accord with an up-to-date development plan planning permission should be granted.

6.6 Appropriate technical assessment is submitted with this application to demonstrate how the potential impact of the development has been considered and mitigated and any residual impacts are demonstrably outweighed by the benefits, particularly the substantial economic and social benefits.

6.7 It is respectfully requested that full planning permission is granted for the proposed B8 development on Plot 2, Hoyland.

Cushman & Wakefield
St Paul's House
23 Park Square South
Leeds LS1 2ND

About Cushman & Wakefield

Cushman & Wakefield is a leading global real estate services firm that helps clients transform the way people work, shop and live. The firm's 45,000 employees in more than 60 countries provide deep local and global insights that create significant value for our clients. Cushman & Wakefield is among the largest commercial real estate services firms, with core services of agency leasing, asset services, capital markets, facility services, global occupier services, investment & asset management (DTZ Investors), project & development services, tenant representation and valuation & advisory.

To learn more, visit www.cushmanwakefield.com or follow @CushWake on Twitter.

© Cushman & Wakefield 2021

CUSHMAN & WAKEFIELD