

Barnsley West Planning Applications

2021/1089 Employment Hybrid Application and 2021/1090 Residential Hybrid Application

Summary of officer comments on the Interim informal submission of revised details and LVIA details, dated 27 July 2023.

Issue raised	Applicant response
Revised proposals need to demonstrate compliance with the Barnsley west Masterplan Framework	Compliance statement included in the revised Design and access Statement, supplemented by the revised Masterplan, Landscape Masterplan and Strategy, Phase 1 residential details and additional reports submitted specific to the employment application
Delivery mechanism and long term maintenance approach for Strategic Open Space	See updated Landscape Strategy and Delivery Strategy Documents. It is confirmed that the applicants will provide maintenance of the open space through management companies.
Cycle and pedestrian route clarification required	Addressed in the Landscape Strategy Document which confirms the proposed Connectivity strategy with shared Active Travel / multi-user routes identified. The phasing of the changes and provision of Public Rights of Way is also set out in the Landscape Strategy Document
Open space provision, including Local Areas for Play - LAPs, Local Equipped Areas for Play - LEAPs and Neighbourhood Equipped Areas for Play - NEAPs	Confirmed in the Landscape Strategy Document that the proposal provides appropriate areas of equipped and informal open space within the distances of dwellings in conformity with the Councils Open Space SPD requirements - 70% of dwellings to be within one minute walk of open space
Clarification over the provision of heartspaces sought.	Heartspaces are included within the development parcels identified in the Masterplan and confirmed within the revised Design and access Statement, in conformity with the Framework Masterplan and Design Code
Biodiversity Net Gain (BNG) assessment matrix required to demonstrate achievement of net gain	Revised Ecology Chapter provided within the ES includes updated ecology survey data and BNG Assessment
Connectivity to the Countryside Properties scheme to be provided	Revised Levels strategy has presented opportunity for improved inter-relationship with the adjacent land, including the Countryside Properties site. Pedestrian and cycle linkages proposed as illustrated on the Connectivity strategy in the Landscape Strategy Document.

<p>Clarification sought on the amended landscape boundary to the western side of the Countryside Properties scheme.</p>	<p>The proposed properties along the western boundary of the Countryside plot back onto this boundary with private rear gardens. The indicative masterplan responds to this edge condition in a positive and robust manner with rear gardens along the boundary. Green open spaces are located where pedestrian links have been provided. The intention is to retain the existing hedgerow along this boundary and as such may still serve as a natural corridor for wildlife. In addition to this, the link road provides a natural north south link across the site.</p>
<p>Parking for Commercial vehicles within the Community facilities proposal</p>	<p>Proposed parking has been located to the west and north of the commercial building. Refer to latest indicative layout</p>
<p>Clarification sought on the proposed uses for buildings adjacent to Community/Commercial phase and the primary school</p>	<p>The additional building forms adjacent the community / commercial use building and school are three storey apartment blocks. These features help provide a distinctive and urban character to the main civic space.</p>
<p>Queried loss of landscaping to the link road as a result of relocation of the school, with consequent impact on wildlife corridor opportunity</p>	<p>The redistribution of proposed housing areas seeks to retain the same quantum of open space. Working with the existing contours to retain as many of the existing landscape assets meant that this is a logical placement for development. Although there is a degree of narrowing of open landscape at this point, the retention of hedgerows throughout this portion of the site should help retain the value of this space as a wildlife corridor.</p>
<p>Retention of Hermit Lane and more existing trees and hedgerow retention welcomed, but noted impacts on areas within 20 m buffer zones</p>	<p>It is confirmed that no development is proposed within a minimum 15m buffer zone from the extents of the tree canopies. In most instances, developable boundaries site well clear of this. This is illustrated on the amended parameter plan.</p>
<p>Reduction in Open space between the southern parcel of residential development and the employment development queried</p>	<p>The distance between and relationship between the proposed residential development and employment units is such that they would not be negatively impacted. The housing fronts onto a residential road and tree planted embankment offering a green and open outlook. The employment units are also set back from the edge of the embankment to minimise any visibility</p>

	<p>from the base of the embankment. Whilst this area previously retained as open space is now proposed as development land, the relocation of housing in other areas has enabled the retention of other assets such as hedgerows and grasslands in other locations across the site.</p>
<p>Changes to formal and informal play space to the south of the residential parcel noted and queried</p>	<p>It is demonstrated in the Landscape Strategy that the proposed arrangement to formal and informal play areas meets the requirements of the open space SPD and provides the appropriate level of space within 100m of proposed dwellings</p>
<p>Noted that the residential area has been extended east towards Pogmoor and south towards the employment site, reducing the amount of landscaping</p>	<p>The distance between and relationship between the proposed residential development and employment units is such that they would not be negatively impacted. The housing fronts onto a residential road and tree planted embankment offering a green and open outlook. The employment units are also set back from the edge of the embankment to minimise any visibility from the base of the embankment. Whilst this area previously retained as open space is now proposed as development land, the relocation of housing in other areas has enabled the retention of other assets such as hedgerows and grasslands in other locations across the site. Open space between Pogmoor and the more central site remains a very large open space of approximately 150m width.</p>
<p>Location of allotments queried</p>	<p>The landscape masterplan submitted demonstrates that the allotments are located to the west of the development.</p>
<p>Increased separation of employment unit 1 from Harden Close is welcome, however height and width of the building remain a concern. Boundary planting on the in close proximity to dwellings would be imposing and over-bearing</p>	<p>The response to this matter is detailed within the Supplementary Employment Statement</p>
<p>Unit 2 presents a significant length of elevation to Harden Court – not acceptable</p>	<p>This is a hybrid planning application. Detailed permission is not sought for layout or location of Units therefore this comment is not relevant as relates to specific building. These matters will be addressed at the Reserved Matter stage.</p>

The southern landscape boundary of the employment abutting the M1 should be increased to 30 m	The response to this matter is detailed within the Supplementary Employment Statement
Unit 5 – issues over the proximity to residential properties – building should be no more than 15 m to ridge	This is a hybrid planning application. Detailed permission is not sought for layout or location of Units therefore this comment is not relevant as relates to specific building. These matters will be addressed at the Reserved Matter stage.
Unit 7 – proximity of service yards to Higham Lane – need to understand the levels difference	This is a hybrid planning application. Detailed permission is not sought for layout or location of Units therefore this comment is not relevant as relates to specific building. These matters will be addressed at the Reserved Matter stage.
Unit 6 & 7 – proposal has changes to larger buildings – suggest moving back to smaller units of circa 10,000 with lesser height – would be suitable to B2 uses and assist meeting 25% B2 requirement	This is a hybrid planning application. Detailed permission is not sought for layout or location of Units therefore this comment is not relevant as relates to specific building. These matters will be addressed at the Reserved Matter stage.
Overall Employment raises concerns regarding scale and height of buildings which have not been satisfactorily resolved – need to meet the requirements of the SPD relating to residential amenity and siting of buildings.	The response to this matter is detailed within the Supplementary Employment Statement
Bus provision along the link road to be confirmed	Buses are able to freely pass along the link road. At this stage no bus stops are proposed on the link road. Bus stops will be centred around the local centre and school area. The new road configuration in this area now allows for buses to loop around rather than turning.
Secondary access to Pogmoor for emergency vehicles, pedestrians and cyclists to be confirmed	The illustrative layout shows a loop road configuration, with two routes developed into a loop shortly after entering the site from the single point of access on Farm House Lane. This should provide the necessary network resilience for routing of vehicles in the event of any incident. However, there is scope to provide a secondary access for emergency vehicles, pedestrians and cyclists further to the west of the primary access on Farm House Lane if this is deemed to be absolutely necessary.
Cul-de-sacs and loops should be avoided to reduce long distances for pedestrians	Whilst vehicular access is prevented by cul-de-sacs the network of footpaths and cycleways / Active Travel routes are provided to link cul-de-sacs for not vehicular users, encouraging sustainable

	travel - confirmed in the Masterplan, Design and Access Statement and the Landscape Strategy
Turning facility required for Hermit Lane	The Masterplan confirms a proposed turning head at the point where Hermit Lane currently enters the MU1 site on its eastern boundary.