

Full planning application for development of vacant site to provide three industrial/warehouse units with ancillary offices totalling 13,494.2 square metres gross internal area with access, parking and landscaping. for Gregory Projects (Barnsley) Limited.

Land south of Dearne Valley Parkway and north east of Cross Keys Lane, Hoyland, S74 0QA

Planning statement

March 2021

Ref Wharfeside 0111

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1.0 Introduction

- 1.1 This full planning application is made in the context set by recently adopted (January 2019) Local Plan policies and taking account of other recent detailed guidance (Hoyland North Masterplan Framework Report, December 2019). It is for the development of a vacant site forming part of one of a series of housing and employment Local Plan allocations north of Hoyland and east of the M1 motorway. The application site forms the greatest single part of Employment allocation ES14.
- 1.2 The application site approaching five hectares lies to the east of the Rockingham roundabout on the A6195. This dual carriageway continues west through further roundabouts and joining that of the M1 junction 36. The A6195, Dearne Valley Parkway continues eastwards, eventually meeting the A635. The application site has a history dominated by coal extraction which have left its broad expanse with the appearance of open waste land with belts of trees, still to become fully established, to the eastern and southern boundaries. There are also footpaths along each of these. The surrounding area is generally mixed with industrial, retail and residential properties: the Local Plan allocates significant areas in the near vicinity for housing and employment growth.
- 1.3 The applicant Company, long established Yorkshire developers, are in the process of acquiring the site. Recognising the highly accessible and strategic nature of the site and consequent likely operator interest, and particularly noting the established planning context, they decided to proceed immediately to a full planning application. The range of unit sizes proposed in the application has arisen from assessment of the recent, current and emerging user market.
- 1.4 The planning policy context and the Local Plan site allocation provide strong support for the principle of the proposal while the Masterplan process generally incorporated consultation and engagement with local residents and stakeholders as well as land promoters and developers. Given that, as will be set out, the proposals are consistent with the approach of the Masterplan Framework it was concluded that there would be no benefit in carrying out

further consultation exercises especially as the planning application process involves public as well as technical consultation.

- 1.5 In the preparation of the planning application the applicant Company engaged a full development team to address all matters discussed in the Masterplan and as required by Local Plan and national policies. The investigations and assessments carried out and reports subsequently prepared form part of this application and are summarised subsequently in this planning report confirming compliance with the relevant policies and explain any mitigation carried out.
- 1.6 The development is aimed at achieving a BREEAM rating of “Very Good” as required by policy. Consequently a Mat 01 assessment is being submitted to the Building Research Establishment (BRE) by Hydrock in advance of the lodging of this planning application.
- 1.7 The planning application comprises, in addition to the completed form and this report:

Application plans prepared by the Harris Partnership including:

- Location plan;
- Existing (including topographical survey details) and proposed site plans;
- Constraints plans;
- Floor and roof plans;
- Elevations;
- Sections;
- 3D views;
- Details of bin store, cycle shelter and fencing.
- Harris have also prepared the Design and Access Statement, which references rights of way.

Phase 1 Site Investigation by JPG;
Coal Mining Risk Assessment and Coal Recovery Report by JPG;
Flood Risk Assessment by JPG;
Drainage Strategy by JPG;
Highways assessment, referencing rights of way, by Bryan G Hall;
Framework Travel Plan by Bryan G Hall;
Noise assessment by E3P;
Air Quality Assessment by Redmore Environmental;
Desk based Heritage Assessment by Prospect Archaeology;
Energy and sustainability statement by BWB Consulting Services;
Ecological appraisal and specialist reports by Brooks Ecological.

- 1.8 Together these documents are considered to have addressed the necessary technical and other requirements set for the development of the site to demonstrate the appropriateness of the proposal. Given the impact of the pandemic on the economy there is clearly a need for a range of regenerative measures to establish again a climate for economic and employment growth and the application proposals can be seen as one element of the approach needed to achieve this.
- 1.9 In July 2020 a request for a formal screening opinion was submitted. The Local Planning Authority confirmed no formal Environmental Assessment would be required and highlighted areas they would want an application to address – these matters have been taken into account in the preparation of the application.

2.0 (A) Existing Planning Policy Context: principle of the use

- 2.1 The Local Plan was prepared taking account of other Barnsley Council Strategies which set the tone for the approach of the Local Plan. The **Corporate Plan to 2020** set three main priorities, including a:

“Thriving and vibrant economy”.

- 2.2 **The Jobs and Business Plan**, refreshed in 2017 highlights difficulties being faced by the economy of the Town aiming to

“set the direction for a strong and stable future” recognising that

“significant intervention in the local economy is needed” including *“more new businesses”*

The attraction of inward investment is one of the key steps, supporting also the Employment and Skills Strategy **“More and Better Jobs 2016 – 2021”**

Barnsley Local Plan, adopted January 2019

- 2.3 Economic growth appears at the heart of the development plan strategy. At the opening of the “Vision and Objectives” section it includes the following:

“Barnsley’s Local Plan will provide the spatial framework within which we can deliver substantial and sustainable economic growth for the borough, as well as Leeds and Sheffield City Regions and the Northern Powerhouse, that also respects the needs of local communities.”

It goes on shortly after to set out how the objective will be achieved and, inter alia, it states it will be by:

*“Providing the opportunity to grow the economy by 28,840 jobs
Encouraging significant inward investment to generate this additional employment”*

The “Vision and Objectives” section concludes as follows:

“ The UK Sustainable Development Strategy Securing the Future set out five ‘guiding principles’ of sustainable development: living within the planet’s environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. This Local Plan aims to provide a stronger and more responsive economy and to ensure a brighter future where people can achieve their potential. A 'better Barnsley' can be achieved by working together with local communities.”

- 2.4 Section 3, “The Introduction” sets the broad context for the approach established for the Plan and future development, highlighting the further objective of supporting sustainable development by supporting proposals which will deliver, inter alia,

“Efficient use of land and infrastructure, particularly by utilising previously developed ‘brownfield’ land, achieving housing density targets to minimise the use of ‘greenfield’ sites and promoting appropriate mixed land uses integrated with the existing built form;

Reductions in social inequalities and disadvantages within the community particularly in relation to the location of employment, housing, shopping and other community facilities;

Protection or enhancement of the quality of natural assets including water, air, soil, minerals and biodiversity;

High quality well designed development taking into account local distinctiveness;

Improved quality of local landscapes and protection of the character of the wider countryside;

Convenient and integrated accessibility by public transport, cycle and foot and development located to reduce the need to travel;

Efficient use of natural resources such as water; and

Renewable energy generation to reduce the causes of climate change.”

- 2.5 Section 5 of the Local Plan sets out the Spatial Strategy, retaining the Core Strategy approach of focussing development in:

“Urban Barnsley;

The Principal Towns (Wombwell; Hoyland; Penistone; Goldthorpe (Dearne Towns); Cudworth and Royston; and.....”

More specifically paragraph 5.45 states:

“We want Hoyland to grow in housing and employment terms taking advantage of its accessible location and utilising strategic transport links.”

The Local Plan therefore establishes a broad presumption in favour of appropriate employment development at Hoyland.

- 2.6 Section 6 of the Local Plan sets out a series of general policies:

“to guide the location, type and quality of development in the borough.”

- 2.7 Section 7 of the Local Plan sets out the chosen locations for growth and, following Section 5, Hoyland is one of the Principal Towns to which a priority for development is attached.

- 2.8 Section 8 addresses how the Plan will be used to encourage the required development to meet needs and provide land going forward. The approach is summarised at paragraph 8.5 which states:

“The employment land allocations seek to encourage indigenous business growth and attract inward investment, predominantly in the manufacturing and logistics sectors.”

Policy E2 sets out an “approximate distribution of employment land during the Local Plan period” which includes 110.9 hectares at Hoyland. It consequently list a series of development sites making up this total including:

“Site ES14 Rockingham 8.9 ha:

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS64; HS66; HS56 and employment site references: ES14 and ES17.

The development will be expected to:

Provide appropriate access to employment site ES17 and housing site HS64;

Consider the impact on residential amenity and include appropriate mitigation where necessary; and

Consider the potential impact on the nearby Shortwood and Hay Green Local Wildlife Sites and include appropriate mitigation where necessary and;

Retain the hedgerow along the north edge.”

As stated previously, the application site forms the greatest single part of this allocation. The details, addressing the Masterplan Framework, are set out in Section 3.0 below.

National Policy Context”

- 2.9 National policy as set out in the June 2019 version (a minor change consequent upon a legal decision from the February 2019 update) has a presumption in favour of sustainable development. The NPPF sets out three elements of sustainable development in Paragraph 8: These are:

an economic element 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 by identifying and coordinating the provision of infrastructure”

a social element 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 a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being.”

an environmental objective by:

“making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

- 2.10 The NPPF confirms the importance of development plan preparation and states (at paragraph 16) that, inter alia:

“Plans should:

- a) be prepared with the objective of contributing to the achievement of sustainable development; (referencing that this is a legal requirement)*
- b) be prepared positively, in a way that is aspirational but deliverable;*
- c) be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;”*

- 2.11 The NPPF, and its associated guidance, also set out more detailed and technical requirements for the achievement of sustainable development. These detailed matters are addressed in the series of reports which accompany this application and as summarised in the following section of this report.

(B) Assessment of proposals in relation to relevant policy context

- 2.12 It is considered that Local Plan production in Barnsley has followed the NPPF approach – indeed it would not have been found sound and so capable of adoption were this not the case. The application proposals have been framed within the context of the Local Plan. It is consequently concluded that the principle of the proposed development on the application site accords with the locational requirements of both development plan and NPPF policies.
- 2.13 Indeed, the application proposals do not simply comply with those policies but are encouraged by them. Bringing forward the proposed development will further the achievement of both Local Plan and NPPF policies. In terms of principle there is consequently a compelling case supporting the granting of planning permission and there do not appear to be issues which might delay the process of so-doing.

3.0 Application proposals and detailed policy requirements – assessments.

- 3.1 It was agreed during the Examination of the Local Plan that the scale of certain allocations was such that it would be necessary to prepare Masterplan Frameworks to guide their development. In preparing the North Hoyland Masterplan the Council have consulted with prospective developers including the applicants: JPG, who have contributed significantly to the preparation of this planning application, were also involved in the technical work for preparation of the Masterplan.
- 3.2 A significant change in overall circumstances with consequences for the application proposals arose following Masterplan preparation. It was concluded by consultants and Council highway engineers that the envisaged link road through allocation ES14 was not the most appropriate approach to providing access for employment allocation ES17 and housing allocation HS64. The application proposals therefore do not include a link road through to those areas to the east. The Bryan G Hall Highways report provides further technical detail.
- 3.3 The Masterplan Framework details and explains the issues that need to be addressed when a planning application is submitted. The following summaries set out the conclusions on all the required issues. The overall conclusion is that subject to the relevant and standard mitigation there are no matters of detail which give rise to concerns indicating the planning application should not be approved with appropriate conditions.
- 3.4 The JPG Ground and Coal reports confirm that the site was subject to deep mining up to 1953 and was opencast between 1991 and 1995. The constraint of the highwall to building is identified and has been taken into account. The overall conclusion from both reports is that subject to further intrusive investigations, required as standard by conditions and consequent detailed mitigation there should be no objection to the proposals.

- 3.5 The Flood Risk and Drainage Impact Assessments confirm the site as of “low” flood risk (it is Zone 1). Greenfield surface water run-off rates will be achieved and mitigation may be required for occasional surface water flooding across the southern boundary of the site. It is envisaged that both surface and foul water will be taken to current private systems running along the northern side of the site (although it is understood that these may be adopted in the future).
- 3.6 The Preliminary Ecological Appraisal makes broad recommendations regarding landscaping but did indicate that additional surveys should be carried out in relation to Great Crested Newts, reptiles and bats. These were all commissioned by the applicants.
- 3.7 The reptile survey concludes as follows:

No evidence of reptiles or reptile activity has been recorded anywhere within the site. As such, (likely) absence can be concluded and further action in relation to reptiles will not be required. The proposed development can proceed with very little risk of affecting this group.”

- 3.8 The conclusions of the Great Crested Newt survey are:

“A combination of traditional survey and eDNA sampling has been able to demonstrate the likely absence of GCN from Pond 1, and therefore also from the proposed development Site. Proposals to develop the Site therefore present a negligible risk of impacting on GCN and no further survey or specific mitigation is required.”

- 3.8 In relation to bat activity the surveys found the application site to be:

“of relatively low importance to the local bat populations.”

However, they noted that wooded areas along or beyond the site are more important and so suggests the following mitigation measures:

“• A sensitive lighting plan should be designed to show how light spill will be minimised/avoided along the eastern boundary.

- *Woodland plantation along the eastern boundary should be retained and enhanced to maximise their value to bats and other local wildlife.*

- *Bat boxes should be installed on several retained mature trees along the eastern boundary, away from disturbance and light spill.”*

3.9 Assessments carried out in relation to Noise and Air Quality conclude that the development will not have any significant impacts on relevant nearby sensitive receptors.

3.10 A Heritage Assessment found there would be no direct or indirect impacts on any designated assets while the history of the site is such that there is no archaeological potential.

3.11 A report on sustainable design and construction and on energy usage has found that the application proposals comply with the requirements of Local Plan policies CC1 and CC2.

3.12 The accompanying Highways Assessment found that the proposed development will generate lower flows than were found for the site access in the work on the Masterplan Framework and should therefore be acceptable.

The Framework Travel Plan concluded that the application is well located for walking and cycling access. Bus provision is also appropriate and via bus the rail station at Elsecar can be accessed.

4.0 Conclusions

- 4.1 This full planning application has had the benefit of being prepared and submitted in an up-to-date Local Plan and National Policy context which specifically encourage the proposals. The Masterplan Framework effectively summarises the detailed issues to be addressed and as summarised in the accompanying documents there are no matters which require unusual or unexpected mitigation.
- 4.2 The applicant team are willing to engage with officers if any matters are found to require additional analysis or information. Otherwise, the applicants and their advisors look forward to a positive determination of the application within the relevant timescale.