

Barnsley West Masterplan Framework Delivery Strategy.

Barnsley Metropolitan Borough Council

On behalf of Strata Sterling (Barnsley West) Ltd.

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1. Introduction

- 1.1. The purpose of this document is to set out the proposed delivery strategy for the implementation of the mixed-use residential and commercial development located on land south of Barugh Green Road, Barnsley. The development proposal is referred to as Barnsley West and is currently subject of two hybrid planning applications (LPA references 2012/1089 and 2021/1090).
- 1.2. The hybrid planning applications have been submitted on behalf of Strata Sterling Barnsley West Ltd. Following the grant of the two applications the proposals will be implemented independently by the developers Strata Homes Limited and Sterling Capitol PLC.
- 1.3. This document sets out the roles and responsibilities of the developers involved in the scheme alongside Barnsley Metropolitan Borough Council (BMBC) as both the Local Planning Authority and Highway Authority. Elements of the scheme infrastructure is also being supported by funding from Sheffield City Region Investment Fund (SCRIF).
- 1.4. The following issues are considered:
 1. Planning strategy.
 2. Phasing strategy.
 3. Infrastructure Requirements.
 4. Infrastructure Delivery.
- 1.5. The report should be considered alongside the Planning Statement and other documents and plans submitted in support of the hybrid planning applications.

2. Planning Strategy

Local Planning Policy

2.1. The Barnsley Local Plan adopted in 2019 allocates the Mixed-Use development of the Barnsley West Site.

2.2. The Barnsley West (MU1) site allocation in the Local Plan provides for:

- 1,700 new homes;
- 43 hectares of employment land;
- A new primary school;
- Small-scale convenience retail and community facilities;
- Brand-new infrastructure, including an access link road; and
- Open green space with wildlife corridors, watercourses and key pedestrian footpaths and cycleways.

2.3. Policy MU1 of the Local plan also states that:

"The development will be subject to the production and approval of a Masterplan Framework covering the entire site which seeks to ensure that the employment land is developed within the plan period, that community facilities come forward before completion of the housing and that development is brought forward in a comprehensive manner."

2.4. Accordingly, the Barnsley West Masterplan Framework was prepared, consulted upon and was adopted by Barnsley MBC in December 2019. The Framework provides guidance on the development of the site. This includes the implementation, phasing and future maintenance of the development proposals, including the infrastructure, landscaping and facilities.

Land Ownership

2.5. The MU1 site which is subject to the Barnsley West Masterplan Framework is in a number of private ownerships, a significant proportion is under contractual control by Strata Sterling Barnsley West Limited. There is a limited proportion of the allocation which is being considered for development by others. Figure 1 below illustrates the scale of the MU1 allocation with are controlled by Strata Sterling Barnsley West Ltd.



Figure 1 - LAND OWNERSHIP PARCEL DRAWING

Current planning applications

Residential Hybrid Application – 2021/1090 (Application 1)

- 2.6. The northern portion of the site is subject of a hybrid planning application under ref. 2021/1090. At the time of submission application sought full planning permission for the earthworks, strategic drainage attenuation and associated drainage infrastructure, construction of a new link road, location of strategic landscaping and ecological areas, demolition of existing buildings, works to Hermit Lane and erection of phase 1 residential development comprising 229 dwellings. The outline element of the application sought permission for residential development comprising 1,531 dwellings, new primary school, small shops, community facilities and associated drainage.
- 2.7. Since submission of the application the engineering strategy for the development has been reviewed resulting in a significantly revised approach to levels, earthworks and surface water attenuation and drainage across the majority of the site. It has resulted in significant changes to the proposed approach to the site, including allowing the development to follow

much of the current landform, with consequent retention of a significant proportion of existing hedgerows, planting and lesser impact on public rights of way within the residential part of the proposal.

Employment Hybrid Application – 2021/1089 (Application 2)

- 2.8. The employment aspect of the development is subject to a hybrid planning application under ref. 2021/1089, where the earthworks, strategic drainage ponds, and location of strategic landscaping and ecological areas are applied for in full. While means of access and landscaping for employment use (use classes E/B2/B8) and associated infrastructure works are applied for in outline.
- 2.9. The employment aspect of the proposal has also been reviewed since submission of the planning application resulting in a revised approach to the indicative employment masterplan. Changes include amendments to the indicative arrangement and sizes of building footprints, including splitting the large unit on the northern plateau into 3 separate units. Heights of the proposed buildings have been amended and this is reflected in an amended parameter plan. The proposed strategic planting, bunds, internal planting within the employment area, and proximity of the buildings to the access roundabout have all been adjusted to provide additional mitigation to landscape and visual matters
- 2.10. Following these amendments, a revised package of supporting documents and plans have been prepared and this report forms part of that submission. The description of development for application 2021/1090 is to be amended to confirm that a total of 1560 homes are now proposed to be delivered on this site, of which 216 homes are proposed within phase 1 for which full planning permission is sought. The latter phases delivering the remaining 1344 homes fall within the outline planning permission element of the application.
- 2.11. Given the complexity of land ownership, the differing sizes of land parcels and the scale of the site, it is difficult to either propose or assume a definitive planning strategy for the site. Aside from the phase 1 parcel, which is proposed to be delivered in full, the remaining residential parcels will be brought forward by other developers in future reserved matters phases.
- 2.12. The Masterplan Framework has a Design Code which has been specifically produced for the site. All outline and full applications will have to provide a Compliance Statement as an appendix to their Design and Access Statement to show how their proposed scheme aligns with this. This should therefore give Barnsley Metropolitan Borough Council and local residents the confidence that future schemes will be well designed to fit into and respect their surroundings.

Other Planning Applications

- 2.13. A separate planning application has been submitted by Countryside Properties under planning application ref. 2020/0977. That application relates to the development of a parcel of land to the North-East corner of the MU1 allocation, abutting Barugh Green Road and proposes development of 140 homes. Whilst being brought forward separately from the remaining area of the MU1 allocation, the Countryside development will deliver some 8% of the dwellings within the overall 1700 home allocation. Developer contributions will be required to contribute to the overall infrastructure required under the Framework Masterplan. These will be provided under a Section 106 Agreement for the Countryside proposal.

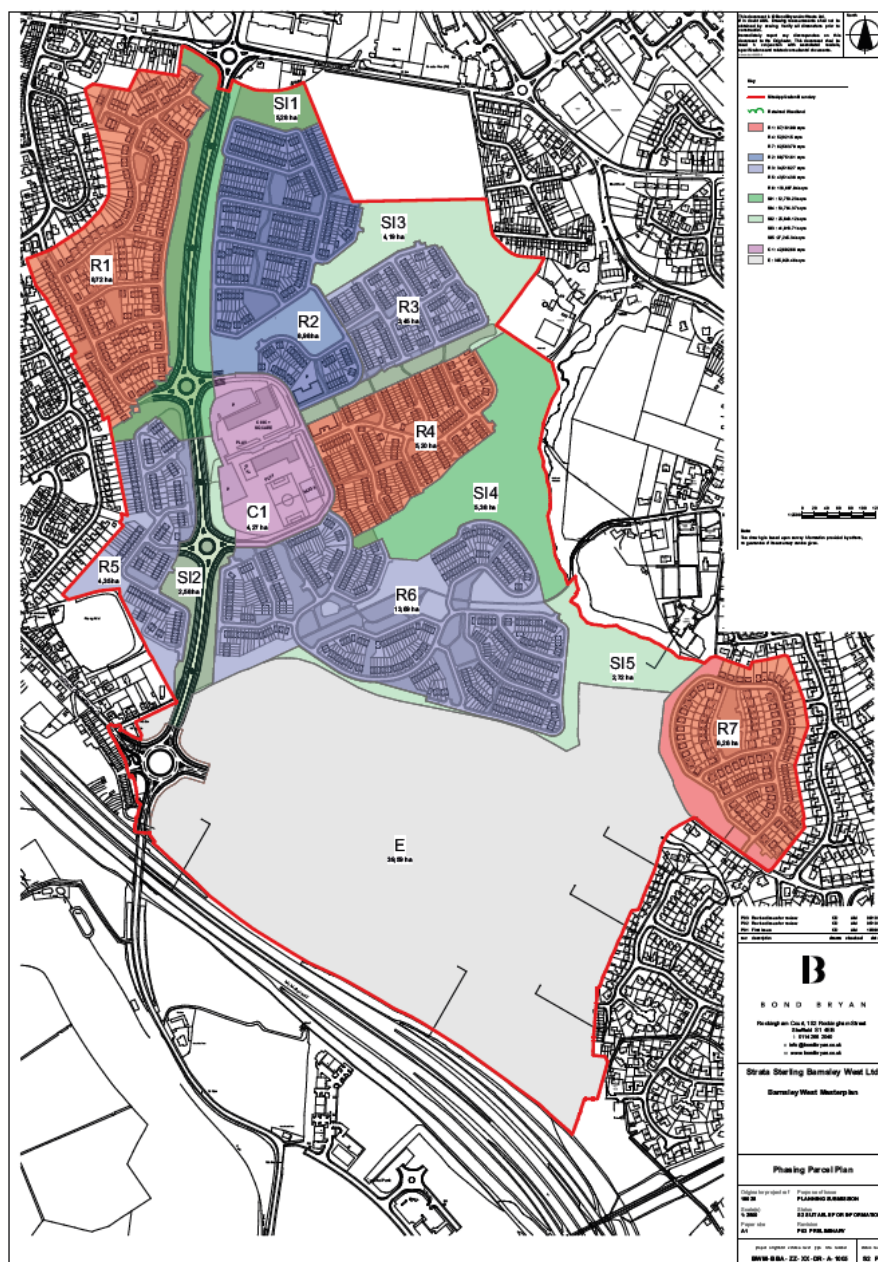
- 2.14. Access to the Barnsley West development will be taken from two new roundabout junctions, provided at either end of the proposed link road. Separate planning permission has been granted for the roundabouts under the following applications:
- 2020/0027 – Land at Barugh Green Road and Cannon Road Junction, Barugh Green, Barnsley (Northern Roundabout)
 - 2020/0028 – Land at Higham Common Road, Higham, Barnsley (Southern Roundabout)
- 2.15. A third off-site highways improvement associated with the Barnsley West development has been granted planning permission at Land at Higham Lane/Capitol Close and Whinby Road, Barnsley – planning application ref 2020/0040. This proposes a new roundabout junction on Higham Lane, approximately 1km to the south of the Southern Roundabout.
- 2.16. Funding to assist the delivery of the 3 roundabout junctions has been secured from the Sheffield City Region Investment Fund.

Future Applications

- 2.17. The implementation of the detailed residential, commercial and school phases of the overall development will follow the approval of separate Reserve matters applications relating to the different phases.
- 2.18. Reserve Matters application will be submitted separately by the developers responsible for implementing each phase.
- 2.19. Reserve Matters applications will be submitted with supporting statements confirming compliance with the Barnsley West Framework Masterplan and the outline planning permissions granted by the current Hybrid planning applications.

3. Phasing Strategy

- 3.1. It is expected that development of the site will come forward in a series of phases. The key strategic infrastructure will be implemented by the main developer. Individual phases of the residential elements of the scheme will be brought forward by various respective phase developers following grant of future Reserved Matters applications, in accordance with the principles set out in the Framework Masterplan, Design Code, Design and Access Statement and Landscape Strategy document.
- 3.2. The parcels identified in the plan at Figure 2 below will be developed in accordance with the following broad strategy.



- 3.3. The illustrative phasing programme is depicted in Figure 3 below. It is noted that phases will not necessarily be delivered sequentially, however the delivery of certain phases will be dependent upon the availability of infrastructure networks (e.g. highways, drainage, utilities, etc.) to serve the respective parts of the site. The overall development period is anticipated to run from 2024 to 2036, although key strategic infrastructure and phases will be completed significantly earlier than the final date.

BARNSELY WEST DEVELOPMENT PROGRAMME REV2 - MASTER PROGRAMME

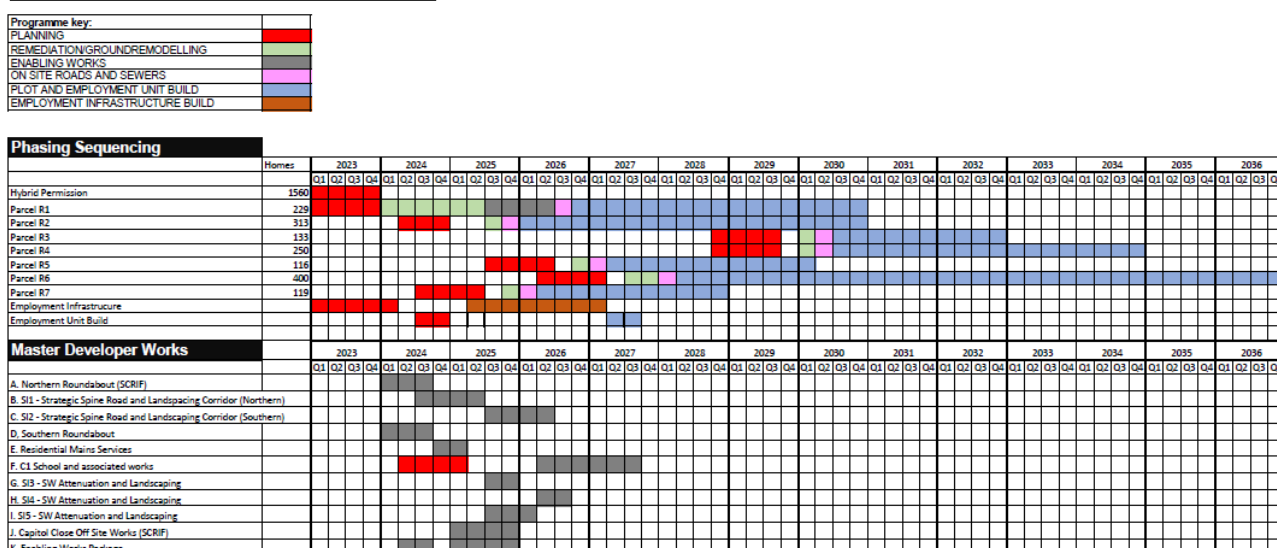


Figure 3 – Barnsley West Development Programme

Access Roundabouts and Link Road

- 3.4. The access roundabouts, which already have planning permission, will form the first phase of works with the link road built over 2 phases, following on from the two new roundabouts. Strategic infrastructure associated with the link road (drainage and landscaping) brought forward alongside each phase.

Indicative timings:

- Northern Roundabout – 2024
- Southern Roundabout – 2024
- Phase SI 1 – Northern Section of the link road and Strategic Infrastructure 1: 2024 – 2025
- Phase SI 2 – Southern Section of the link road and Strategic Infrastructure 2: 2025 – 2026

Employment – Phase E

- 3.5. The employment development (Infrastructure and Unit Build) will be implemented in a single continuous phase from April 2025 –September 2027. This will include infrastructure, earthworks, drainage and strategic landscaping from April 2025 to April 2027, with the units themselves and detailed on-plot landscaping, parking and associated works following on from April 2027 to September 2027, after the grant of Reserved Matters consent.

Residential – Phases R1 to R7

- 3.6. The residential development is proposed to be built over 7 phases with associated strategic infrastructure (drainage and landscaping) brought forward at key intervals between the phases to reduce impacts.
- 3.7. Indicative timings and numbers of dwellings for the delivery of the respective residential phases are:
- R1 – 216 dwellings: 2024 – 2030
 - R2 – 313 dwellings: 2025 – 2030
 - R3 – 133 dwellings: 2030 – 2032
 - R4 – 250 dwellings: 2030 – 2034
 - R5 – 116 dwellings: 2026 – 2030
 - R6 – 400 dwellings: 2027 – 2036
 - R7 – 119 dwellings: 2025 – 2029

Additional Strategic Infrastructure (SI 3, SI 4 and SI 5)

- 3.8. In addition to the link road and associated landscape and drainage falling within phases SI 1 and SI 2 referred to above, it is anticipated that the wider strategic infrastructure associated with the residential application (including undertaking groundworks, provision of drainage infrastructure, and providing strategic landscaping) is proposed to be delivered in 3 further infrastructure phases. The hybrid application seek full planning permission for undertaking these works. The works will be implemented by Strata as the main developer. Indicative timing for these works are:
- Strategic Infrastructure 3: 2025 – 2026
 - Strategic Infrastructure 4: 2026 – 2027
 - Strategic Infrastructure 5: 2025 – 2026

School / Commercial Area – Phase C1

- 3.9. The central area identified within Phase C1 will provide the new primary school, community facilities, small scale local shops, a public square and associated landscaping and parking. The primary school will accommodate up to 420 pupils and will provide informal outdoor



space and formal playing fields. This phase will be subject of further Reserved Matters consent. It is intended that the phase will be delivered from **2026-2027**.

4. Levies and Charges

Overview

- 4.1. A brief overview of applicable levies and charges that could be used to fund infrastructure is provided below.

Section 106

- 4.2. Section 106 ("S.106") allows for funding of smaller impacts caused by development. Examples of Section 106 conditions include access roads to housing estates, small areas of open space and play parks.

Community Infrastructure Levy

- 4.3. Barnsley has not adopted the Community Infrastructure Levy (CIL) and so no payments will be required from any of the phases.
- 4.4. The LPA were in the process of drafting a CIL SPD but cabinet members voted not to proceed and this has subsequently not been formally adopted. Developer contributions are therefore secured through legal agreements (Section 106) and Unilateral Undertakings (UU) on a case by case basis.

5. Infrastructure Requirements

Overview and terminology

5.1. To facilitate the delivery of the Barnsley West site, a range of infrastructure provision is required across multiple infrastructure sectors, namely:

- New link road;
- Transport;
- Green infrastructure;
- Public open space;
- Utilities;
- Foul sewerage;
- Drainage;
- Primary school;
- Community facilities; and
- Small shops.

5.2. In the following sections the following terminology applies:

- The term “developer” is used to denote the legal entity responsible for carrying out development on the site under an approved planning consent.
- The term “utilities” encompasses electricity, potable water and a choice of telecommunications provider.

5.3. Strategic Infrastructure

Certain infrastructure elements will have a wider benefit across the Barnsley West site and in these cases can be termed “Strategic infrastructure”. A schedule of common infrastructure for Barnsley West is set out in Table 1.

Table 1

Infrastructure Sector	Common Infrastructure Element	Party Responsible for Delivery	Funding Arrangement
Access and Highways	Northern Roundabout – Barugh Green Road and Cannon Road Junction	Strata	Developer / SCRIF
	Southern Roundabout – Higham Common Road	Strata	Developer
	Capitol Close Roundabout	Strata	Developer / SCRIF
	Phase SI 1 – Northern Section of the link road	Strata	Developer
	Phase SI 2 – Southern Section of the link road	Strata	Developer
	Strategic footpaths and PROW network as identified in Barnsley West Landscape Design Strategy – to be implemented within strategic infrastructure Phases SI 1 to SI 5.	Strata	Developer
Transport	Other off site highways works required to make the development acceptable in planning and highways terms.	Developer	S106 – subject to conclusions of transport assessment
	Public Transport and Bus Infrastructure	Public Transport Providers – SYPTE/ BMBC	S106 developer contributions – subject to conclusions of viability assessment
	Other Sustainable travel measures	Public Transport Providers – SYPTE/ BMBC	S106 developer contributions – subject to conclusions of

			viability assessment
Drainage	SUDS drainage attenuation and infrastructure for surface water drainage from new highways and development phases, to be implemented within strategic infrastructure locations	Strata within Strategic Infrastructure – phasing parcels SI1 to SI5.	Developer
Public Open Space	<p>Strategic public open space within phasing parcels SI1 to SI5 – as detailed in Barnsley West Landscape Design Strategy</p> <ul style="list-style-type: none"> • 23% of overall site area publicly accessible • Mix of LAP, LEAP and NEAP provision 	Strata	Developer
Strategic Landscaping	Strategic landscaping within phasing parcels SI1 to SI5, as detailed in Barnsley West Landscape Design Strategy	Strata	Developer
	Strategic landscaping within Employment – phasing parcel E, as detailed in Barnsley West Landscape Design Strategy	Sterling	Developer
Education	New 420 place primary school and associated play space, landscaping and parking – phasing parcel C1	Strata	Developer and Education Authority

Community facilities	Community facility and local shops – phasing parcel C1	Strata	Developer
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Within-phase Infrastructure

- 5.4. Some infrastructure elements will be delivered by developers as an intrinsic part of their scheme, as set out in Table 1.


Table 2:

Infrastructure Sector	General Plot Infrastructure Element	Party Responsible for Delivery
Transport	Site roads that fall within development parcels.	Developer
	Access junctions from link road that enter development parcels.	Developer
	Bus stop infrastructure that falls within development parcels	SYPTe with S106 funding
Green infrastructure	Within-phase landscaping, in accordance with full planning permission for Strata Phase 1 site – Phase R1	Strata
	Within-phase landscaping – in accordance with principles of Barnsley West Landscape Design Strategy – Phases R2 to R7, E and C1	Developer
Public open space	Within-phase public open space (LAP, LEAP and NEAP, as appropriate) in accordance with full planning permission for Strata Phase 1 site – Phase R1	Developer
	Within-phase public open space (LAP, LEAP and NEAP, as appropriate) in accordance with principles of Barnsley West Landscape	Developer


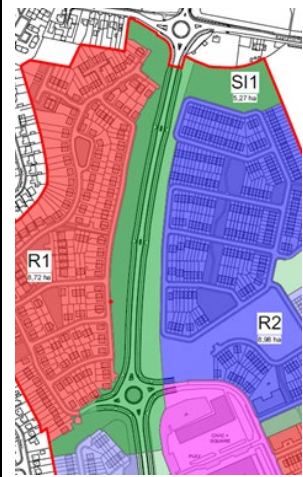

	Design Strategy – Phases R2 to R7, E and C1	
Utilities	Utility networks required to serve development plots	Developer
Foul sewerage	Foul sewerage network required to serve development plots	Developer
Drainage	Blue infrastructure including Sustainable Drainage Systems	Developer

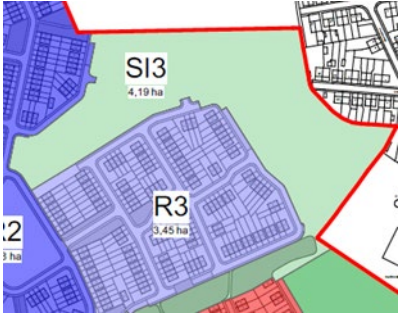
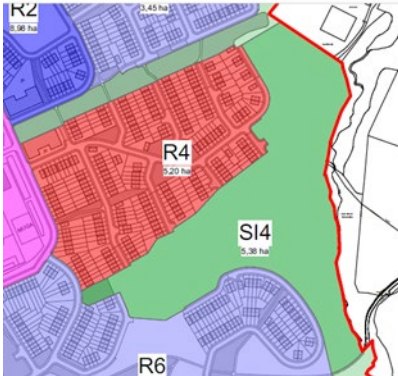

Phase Specific Infrastructure Delivery Requirements

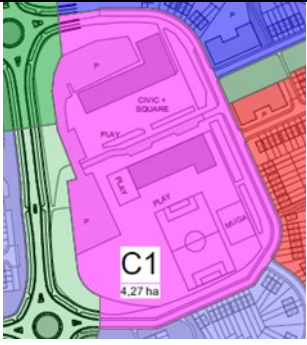
5.5. Specific infrastructure delivery for development phases is set out in Table 3 below.

Development Phases	Infrastructure delivery
<p>Residential Phase R1</p> 	<ul style="list-style-type: none"> • Road access within phase in accordance with full planning permission • Within phase open space in accordance with full planning permission • Within phase landscaping in accordance with full planning permission • Within phase footpath network and linkages to adjacent existing residential area, in accordance with full planning permission • Foul and surface drainage infrastructure • Affordable housing provision in accordance with full planning permission and S106
Residential Phases R2, R3, R4, R5, R6 and R7	<ul style="list-style-type: none"> • Road access within phase in accordance with indicative masterplan • Within phase open space in accordance with principles of Landscape Strategy • Within phase landscaping in accordance with principles of Landscape Strategy • Within phase footpath network and linkages to adjacent existing residential

	<p>area, in accordance with Landscape strategy and reserved matters consents</p> <ul style="list-style-type: none"> • Foul and surface drainage infrastructure • Utilities services • Affordable housing provision in accordance with S106
<p>Employment phase E</p>	<ul style="list-style-type: none"> • Road access within phase in accordance with indicative masterplan • Groundworks and levels in accordance with full planning permission • Strategic landscaping in accordance with full planning permission • Within phase open space in accordance with principles of Landscape Strategy • Within phase landscaping in accordance with principles of Landscape Strategy • Strategic drainage in accordance with full planning permission • Within phase foul and surface drainage infrastructure in accordance with reserved matter consent
<p>Northern Roundabout</p>	<ul style="list-style-type: none"> • Junction and access arrangement in accordance with full planning permission and technical approvals • Landscaping in accordance with full planning permission • Drainage infrastructure in accordance with full planning permission and technical approvals • Relocation and refurbishment of listed milepost on Barugh Green Road, in accordance with Listed Building consent
<p>Southern Roundabout</p>	<ul style="list-style-type: none"> • Junction and access arrangement in accordance with full planning permission and technical approvals • Landscaping in accordance with full planning permission

	<ul style="list-style-type: none"> • Drainage infrastructure in accordance with full planning permission and technical approvals • Access and turning head arrangement for dwellings on Higham Common Road, in accordance with full planning permission
<p>Strategic Infrastructure Phase SI1 – Spine Road and Landspacing Corridor (Northern)</p> 	<ul style="list-style-type: none"> • Junction and access arrangement in accordance with full planning permission and technical approvals, including new link road and roundabout junction to access phase R1, R2 and C1 and other phases of onward development • Landscaping in accordance with full planning permission, including strategic open space abutting new access roundabout on Barugh Green Road • Drainage infrastructure in accordance with full planning permission and technical approvals
<p>Strategic Infrastructure Phase SI2 – Spine Road and Landspacing Corridor (Southern)</p> 	<ul style="list-style-type: none"> • Junction and access arrangement in accordance with full planning permission and technical approvals, including new link road and roundabout junction to access phase R1, R2 and C1 and other phases of onward development • Landscaping in accordance with full planning permission • Drainage infrastructure in accordance with full planning permission and technical approvals • Access and turning head arrangement for dwellings on Higham Common Road, in accordance with full planning permission

<p>Strategic Infrastructure phase SI3 – Surface Water Attenuation and Landscaping</p> 	<ul style="list-style-type: none"> • Drainage and SUDS infrastructure in accordance with drainage strategy and full planning permission • Strategic landscaping, open space provision and groundworks in accordance with Landscape Strategy, levels strategy and full planning permission • Footpath network and access in accordance with Landscape Strategy
<p>Strategic Infrastructure phase SI4 – Surface Water Attenuation and Landscaping</p> 	<ul style="list-style-type: none"> • Drainage and SUDS infrastructure in accordance with drainage strategy and full planning permission • Strategic landscaping, open space provision and groundworks in accordance with Landscape Strategy, levels strategy and full planning permission • Footpath network and access in accordance with Landscape Strategy
<p>Strategic Infrastructure phase SI5 – Surface Water Attenuation and Landscaping</p> 	<ul style="list-style-type: none"> • Drainage and SUDS infrastructure in accordance with drainage strategy and full planning permission • Strategic landscaping, open space provision and groundworks in accordance with Landscape Strategy, levels strategy and full planning permission • Footpath network and access in accordance with Landscape Strategy
<p>School, Community uses, public square and associated works – Phase C1</p>	<ul style="list-style-type: none"> • 420 place primary school, playspace, access parking and associated development, in accordance with reserved matter consent • Civic square, community facilities and local shops in accordance with Masterplan Frameworks, Design Code and reserved matter consent.

	<ul style="list-style-type: none"> • Within phase access, landscaping parking and utilities, in accordance with Masterplan Framework, Design Code, Landscape Strategy and reserved matter consent. • Within phase footpath network and linkages to adjacent existing residential area, in accordance with Landscape strategy and reserved matters consents • Foul and surface drainage infrastructure •
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6. Section 106 Contributions

- 6.1. In the absence of a CIL charging structure and noting that the proposals on the Infrastructure Levy remain at White Paper stage, it is proposed that S.106 contributions will be pooled by BMBC and utilised to fund the common infrastructure elements not provided by the developer in accordance with the above strategy.

Basis for Calculating S.106 Contributions

- 6.2. The basis for calculating S.106 contributions is set out in the Section 106 Draft Heads of terms document submitted with the Residential Hybrid planning application. The level of specific contributions will be subject of further consultation with statutory consultees, Barnsley Councils adopted SPD in relation to Planning Obligations, discussion with the local planning authority and in the light of the viability assessment submitted in support of the planning application.

Matters to potentially be included in the S106

- 6.3. The S106 agreement may address developer contributions relating to the following:
- Provision of the new link road
 - Education provision
 - Affordable Housing
 - Open Space
 - Sustainable Transport

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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