

Item 4

Application	
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Application reference number	2024/0475
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Application Type	Reserved Matters
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Proposal Description:	Application for reserved matters relating to details pertaining to layout, appearance, landscaping and scale of proposed activity park and associated buildings and infrastructure (relating to outline planning application 2022/0434)
Location:	Land off Schwabisch Gmund Way, Barnsley, S71 1AY

Applicant	Barnsley MBC
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Number of Third Party Reps	1	Parish:	N/A
		Ward:	Central Ward

SUMMARY

This application relates to the reserved matters associated with hybrid application ref: 2022/0434. The original application sought full permission for the main sports building and outline consent for the activity park. Development has already commenced on site with the structure of the sports building now erected.

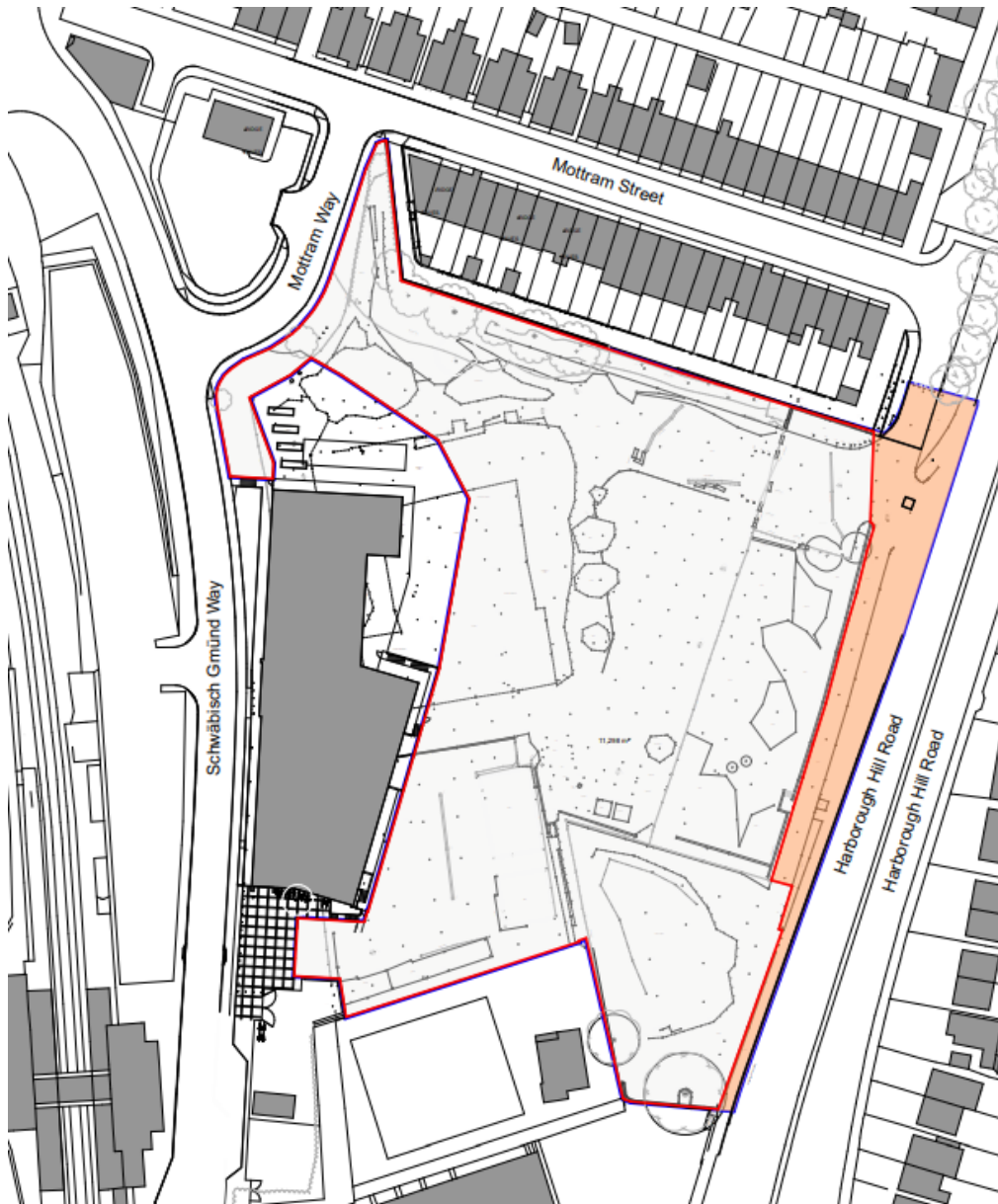
This application seeks permission for the matters reserved at outline stage in relation to the landscaping, scale, layout and appearance of the activity park. The development will include outdoor features such as a skate park/activity area; open space imaginative road layout; parkour area and social space with canopy along with landscaping.

The site lies within the Eastern Gateway part of the Town Centre and is the subject of site specific Local Plan Policies PTC23: Eastern Gateway and BTC24: Development Site 4 – Land between the Transport Interchange and Harborough Hill Road as defined in the adopted Barnsley Local Plan.

During the course of the application additional highways and tree/landscaping information has been provided to address comments provided by internal consultees.

Recommendation: Reserved Matters APPROVED

Location Plan



Introduction

The application is being presented to Members due to the applicant being a Barnsley Metropolitan Borough Council department. This application follows on from lengthy pre-application discussions.

The Youth Zone development is a two-phase project being brought forward in collaboration with OnSide charity. The first phase included the construction of the Youth Zone building with rooftop kick pitch. This proposal relates to the second phase, consisting of the outdoor activity park to the east of the site.

Site Description

The application site is located within Barnsley Town Centre on Schwäbisch Gmünd Way to the east of the Train Station and Transport Interchange. The wider site area is approximately 1.7 hectares and was historically used as an electricity board depot for several decades before that use ceased and the site became vacant in the 2000's.

In recent months, the main structure of the sports building has been erected on the western part of the site, sitting adjacent to Schwäbisch Gmünd Way. This site then wraps around the east, accessed off Mottram Way in the north-western corner, with A61 Harborough Hill Road running along the eastern boundary. The site has mostly been cleared in preparation for the proposed development including some tree felling works.

Residential properties neighbour the site to the north on Mottram Street with an alleyway between the rear of the properties and the northern site boundary. Further residential development and Queens Road Academy located to the east on the other side of the Harborough Hill Road two-way dual carriageway. Town centre uses dominate the area to the south and west of the application site, including the Barnsley train station and Transport Interchange which are located less than 100m to the west of the site. To the south, the application site abuts an established electricity distribution site and beyond that is Buzz Bingo. It is understood that access to the electrical substation must be maintained via the application site.

Large trees are situated along the northern boundary, providing screening between the terrace properties and the site. Smaller trees are located along the eastern boundary, with 2x protected trees in the far south-eastern corner adjacent to the electrical distribution site. The protected trees are covered by TPO 27 2009 which covers a beech and lime species.

Relevant Site History

Application Reference	Application description	Status
2024/0203	Details of conditions 3 (External Materials), 4 (High Speed Broadband), 7 (Drainage Details), 12 and 13 (Off-site Highways Works), 14 (Condition Survey), 16 (Trees), 24 (Hard and Soft Landscaping), 25 (Landscape Management Plan), 26 (Construction Method Statement), 30 (BEMP) and 31 (BCEMP) in relation to planning application 2022/0434 (Hybrid planning application seeking a) full planning permission for the erection of a two storey Youth Zone building with floodlit kick pitch on the roof, roof top plant, service yard with bin store, minibs	APPROVED – 7/2/2025

	and blue badge parking and associated landscaping; and b) Outline permission for the erection of a club house café and the formation of an associated activity park (all matters reserved apart from means of access)).	
2022/0434	Hybrid planning application seeking a) full planning permission for the erection of a two storey Youth Zone building with floodlit kick pitch on the roof, roof top plant, service yard with bin store, minibus and blue badge parking and associated landscaping; and b) Outline permission for the erection of a club house café and the formation of an associated activity park (all matters reserved apart from means of access)	GRANTED – 1/3/2023
2010/1431	Retail Development. Extension of time limit for implementing outline permission (B/05/1339/BA) with reserved matters (2008/1564).	GRANTED – 10/2/2011
2009/0297	Formation of alternative vehicular and pedestrian access onto Harborough Hill Road.	REFUSE – 28/4/2009
2008/1564	Retail Development (Reserved Matters)	GRANTED – 17/12/2008
B/05/1339/BA	Redevelopment of existing site comprising retail, associated car parking, landscaping works and new access.	GRANTED – 17/10/2005
B/01/0246/BA	Construction of 3 Non-Food Retail Units, 2 Retail Units (Class A1), and associated car parking, servicing and landscaping.	WITHDRAWN

Proposal

The application seeks approval of reserved matters associated with the outline permission reference: 2022/0434. This specifically relates to the development of the outdoor activity park and open space associated with the 'Youth Zone' project including the associated infrastructure. In the report for the previous application, the works hereby proposed were referred to as 'Phase 2'.

The vehicular access arrangements into the development were agreed at outline stage. However, as part of this application assessment the Highways DC Officer has reviewed the internal access arrangements and the active travel routes through the site.

The proposal includes the development of an outdoor activity/skate park at the northern end of the site, with an imaginative road layout for children's bicycle use. The proposal also includes a parkour area (subject to Sport England funding) along with associated open and social/seating space with canopies.

An active travel/cycle route will run through the site from the north-eastern corner to the south-west. A S278 Agreement will need to be entered into (prior to commencement) to ensure that the active travel route is connected into the wider Harborough Hill Road pedestrian project which is being undertaken by the Highways Authority. An additional pedestrian access will be provided off Harborough Hill Road at the south-east corner

The development also includes facilitating a formal vehicular access from the north-west corner southwards for the ad-hoc access to the adjacent electrical distribution site. The

vehicular entrance off Mottram site will be secured using bollards to prevent public vehicular use with secure gates along the southern boundary. The proposal includes circa 40 new trees and landscaping works, with the existing tree belt along the northern boundary to be retained. A mixture of boundary treatments will secure the site and a small substation is proposed to the south of the residential properties.

The outline permission refers to the development of a 'club house café' however it has since been confirmed that this no longer forms part of the proposal due to the proximity of other food offerings and lack of interest from potential occupiers.

Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making.

The Local Plan was adopted in January 2019 and is accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies which are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means, no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027, or earlier, if circumstances require it.

Site Allocation/Designation

The site is located in the Eastern Gateway part of the Town Centre and is the subject of site specific Local Plan Policies PTC23: Eastern Gateway and BTC24: Development Site 4 – Land between the Transport Interchange and Harbrough Hill Road as defined in the adopted Local Plan.

The site is in a high-risk development area as defined in the Mining Remediation Authority mapping.

National Planning Policy Framework (NPPF 2024)

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. NPPF policies of relevance to this application includes:

Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction; are safe and accessible and enable and support healthy lives through the provision of sports facilities.

Paragraph 98 states that to provide social, recreational and cultural facilities, planning decisions should ensure an integrated approach to consider the location of housing, economic uses and community services.

Paragraph 103 emphasises the importance of high quality open spaces and opportunities for sport and physical activity for the health and wellbeing of communities.

Paragraph 115 states that when assessing sites for allocated developments in plans or specific applications, it should be ensured that sustainable transport modes are prioritised taking account of the type of development and its location; safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated through a vision-led approach.

Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Paragraph 117 states that developments should give priority to pedestrian and cycle movements and facilitate access to high quality public transport with layouts that maximise the catchment area for bus and other public transport services. Developments should create places which are safe, secure and attractive and minimise conflicts between pedestrians, cycles and vehicles.

Paragraph 125 states that substantial weight should be given to the re-use of suitable brownfield land.

Paragraph 131 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.

Paragraph 135 relates to high quality design and states that developments should function well and add to the overall quality of the area; are visually attractive; sympathetic to local character; maintain a strong sense of place whilst optimising the potential of the site and create places which are safe and inclusive and promote well-being.

Paragraph 136 states that trees make a positive contribution to the character, and developments should include tree lined streets. Opportunities should be taken to incorporate trees elsewhere in the development which are compatible with highways standards and different user needs.

Paragraph 187 states that planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability. Decisions should also minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporate features which support priority or threatened species.

Paragraph 199 states that planning decisions should take into account the presence of Air Quality Management Areas and developments should be consistent with the local air quality action plan.

Barnsley Local Plan (2019)

Site-Specific Policy BTC23: Eastern Gateway states that the Local Planning Authority will support:

- Transport related development, office, education, community and youth facilities and public spaces within the Eastern Gateway District;
- Development within the District must make provision for the Green Sprint and make a positive contribution to the character and appearance of the gateways.
- Other uses will only be supported where they contribute to the vitality and viability of the town centre.

Site-Specific Policy BTC24: Development Site 4 – Land Between the Transport Interchange and Harborough Hill Road states that the Local Planning Authority support the following types of development:

- Offices.
- Education, community and youth facilities.
- Transportation uses associated with the adjacent Transport Interchange.
- Public space.
- Residential.
- Ancillary retail.

The development of the site will be expected to:

- Make a positive contribution to the character and appearance of gateways;
- Consider any implications arising from its location adjacent to an Air Quality Management Area; and
- Support the liveliness and economic strength of the town centre

Relevant Local Plan Policies:

Local Plan Policy SD1: Presumption in Favour of Sustainable Development states that the presumption contained in the NPPF will be applied and the Local Planning Authority will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible.

Local Plan Policy GD1: General Development states that proposals for development will be approved if there are no significant adverse effect on the living conditions and residential amenity of existing and future residents. Proposals should be compatible with neighbouring land and should not significantly prejudice the current or future use of neighbouring land. Proposals shall include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and mitigate/minimise any adverse impact upon the environment, natural resources and pollution. Adequate access and internal roads shall provide appropriate vehicular and pedestrian links, whilst drains, culverts and surface water bodies shall be considered. Appropriate landscaping shall be provided where sites are adjacent to open countryside and pylons shall also be considered within proposed layouts.

Local Plan Policy I2: Educational and Community Facilities states that the Local Planning Authority will support the provision of community facilities such as sports venues, where there are located centrally to the communities they serve in places where they will be accessible by walking, cycling and public transport.

Local Plan Policy T3: New Development and Sustainable Travel states that new development will be expected to be located and designed to reduce the need to travel; be accessible by public transport and meet the needs of pedestrians and cyclists. Developments shall provide minimum levels of cycle parking and a travel plan in accordance with NPPF guidance. Transport assessments should also be in accordance with NPPF guidance and have regard to cross boundary local authority impacts. Where levels of public transport accessibility are unacceptable, developers will be expected to make financial contributions in accordance with Local Plan Policy I1.

Local Plan Policy T4: New Development and Transport Safety states 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. Where a development is not suitably served by the existing highway, developers will be expected to make a financial contribution to secure necessary improvements.

Local Plan Policy D1: High Quality Design and Place Making states development should be of high quality design and reinforce the distinctive, local character and features of Barnsley including landscape character, topography, important habitats, woodlands, townscape character, scale, layout, building styles and materials.

The policy follows on to state that developments should contribute to place making, be of high quality, that contributes to healthy and sustainable environments. This includes providing clear and obvious connections to the surrounding street and pedestrian network whilst promoting safe access routes. Developments should make the best use of materials and include comprehensive and high quality hard and soft landscaping schemes with high quality public realm. In terms of place making the development should make a positive contribution to achieving qualities of a successful place such as character, legibility and permeability.

Local Plan Policy POLL1: Pollution Control and Protection states that development will be expected to demonstrate that there will be no increased in air, surface water/groundwater, noise, smell, dust, vibration or other pollution which would unacceptably affect the natural or build environments or people. Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

Local Plan Policy CL1: Contaminated and Unstable Land states that developments which would be affected by contamination or stability issues must be accommodated by a report which shows that investigations have been carried out and sets out detailed measures to allow development to go ahead safely.

Local Plan Policy TC1: Town Centres states that Barnsley Town Centre is the dominant town centre whereby new retail and town centre developments will be directed.

Local Plan Policy BTC4: Improving Public Spaces states that community uses over 1000sqm shall include improvements to public spaces.

Local Plan Policy BTC7: Gateways states that developments on or next to gateways must create a strong, distinctive visual gateway to the town centre and a sense of arrival; be of high quality design; be designed to welcome people into the town centre and include good pedestrian links through the site.

Other applicable Local Plan policies include:-

Policy LC1: Landscape Character
Policy CC1: Climate Change
Policy CC2: Sustainable design and Construction
Policy GS1: Green Space
Policy GS2: Green ways and Public Rights of Way
Policy RE1: Low Carbon and Renewable Energy
Policy AQ1: Development in Air Quality Management Areas
Policy UT2: Utilities Safeguarding
Policy BTC5: Landmark Buildings

Supplementary Planning Documents

The Council have adopted SPDs to provide further guidance about the implementation of specific planning policies in the Local Plan. The adopted SPDs should be treated as material considerations in decision-making and are afforded full weight. The following SPDs are relevant to this proposal:

- Parking, November 2019
- Residential Amenity and the Siting of Buildings, May 2019
- Sustainable Travel, July 2022
- Trees and Hedgerows, May 2019
- Section 278 Agreements, November 2019
- Section 38 Agreements, November 2019
- Sustainable Construction and Climate Change, July 2023

Summary of Relevant Consultations

Local Ward Councillors – No response

BMBC Commercial Services – No response

BMBC Conservation Officer – No objection to the development, no conditions required.

BMBC Contaminated Land Officer – No response.

Enterprising Barnsley – In support of the development.

Environment Agency – No response.

BMBC Forestry Officer – It is understood that some tree removal works have already taken place and the Arboricultural Impact Assessment and landscape masterplan have been updated to reflect this. Overall no objection subject to full details of soft and hard landscaping to be submitted prior to commencement in addition to those attached to the outline consent.

BMBC Drainage – No objection subject to condition relating to full drainage details to be submitted prior to commencement and details of surface water outfall prior to occupation.

BMBC Highways DC – Additional information has been provided during the assessment of the application in relation to the proposed removable bollards. No objection subject to conditions relating to a S278 Agreement (to be entered into prior to commencement); implementation of bollards and gradients.

Mining Remediation Authority – No objection, no conditions required.

National Grid – No response.

Network Rail – No objection, condition 26 (attached to outline consent) required details of construction methodology to be agreed with Network Rail Asset Protection Project Manager.

BMBC Parks – No objection

BMBC Pollution Control – No objection subject to conditions relating to plant noise levels and hours of construction. Condition relating to noise levels not considered to be enforceable given the nature of the proposed use.

BMBC Public Rights of Way - No objection subject to condition relating to the future management and maintenance of the proposed footpaths and carriageways, details of which are to be provided prior to occupation.

BMBC Regeneration – No response.

South Yorkshire Mayoral Advisory Service – No objection.

South Yorkshire Police – No objection.

Sports England – No objection.

BMBC Urban Design Officer – Initially raised queries regarding the monitoring of the proposed CCTV. The agent confirmed that this would be Council monitored. No objection on this basis, no conditions required.

BMBC Waste Management- No response.

Representations

This application has been advertised in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 as follows:

- Advertised on the Council website;
- Adjacent residents notified by letter;
- Site notices displayed adjacent to the site;
- Advertised in local press.

1 neighbour representation has been received in response to the above publicity, raising the following material planning considerations:

- The existing trees are poorly maintained/overhang into residential gardens;
- Existing trees overshadow residential properties;
- Existing street lights are covered by trees;
- Queries regarding existing boundary treatments;
- Disturbance during construction period;
- Lack of social benefit for older residents.

Assessment

Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that: 'Where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise'.

The NPPF (December 2024) at paragraph 2 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan, and is a material consideration in planning decisions.

The main issues for consideration are as follows:

- The Principle of the Development
- Impact upon Character and Appearance of Surrounding Area
- Trees & Landscaping
- Highways Considerations
- Impact Upon Residential Amenity
- Economic Impacts

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

The Principle of the Development

The site falls within the Eastern Gateway District of the town centre, with Local Plan Policy BTC23 stating that community and youth facilities and public spaces will be supported. The policy also refers to the provision for the 'Green Sprint' and making a positive contribution to the character and appearance of gateways.

The site is also within Development Site 4, which directly relates to Local Plan Policy BTC24. This policy supports uses similar to those referenced above stating education, community and youth facilities.

The principle of the development was assessed in detail at outline planning permission stage, with this application instead relating the reserved matters only. Nevertheless, the proposal relates to the 'Youth Zone' development which accords with the uses specified in the policies referenced above. The principle of the development is therefore acceptable and is afforded substantial weight.

Environmental Impacts

Paragraph 8 (C) of the NPPF sets out the environmental objective which includes protecting and enhancing the natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The environmental impacts of the proposed development are assessed as follows:

Impact upon Character and Appearance of Surrounding Area

The application has been supported by a landscape masterplan (Rev: P14) and supporting plans which indicate the appearance and layout of the proposed activity park. The development will consist of a variety of surface materials and landscaping to create a vibrant and interesting outdoor area for young people.

The skate park/activity zone will dominate the northern part of the site, with the seating areas and parkour area to the south. The western edge will be landscaped with the active travel route providing a natural divide. The development is an outdoor extension to the recently approved sports building which sits to the west of this site.

The development will transform a previously brownfield, underutilised site to provide welcomed community and sports facilities for local young people. The use of trees and different surfacing materials will break up the appearance of the site and create smaller pockets of activity areas. Whilst the development may appear modern when compared to the adjacent terrace dwellings, the wider scheme will improve the appearance of this gateway site.

The Urban Design Officer has worked closely with the applicant during pre-application and outline stage, with the proposal previously being presented at design panel.

The existing tree belt along the northern boundary will be retained to partially screen the appearance of the site as well as provide a natural noise barrier. Overall, the appearance, layout and scale of the development is suitable for the intended use and will enhance the character of this prominent town centre site. Further details are required in relation to the boundary treatments and the furniture/equipment to be installed, which are to be secured via condition. However, the overall appearance of the proposed development accords with the relevant design policies as set out in the Local Plan and NPPF and is therefore afforded substantial weight.

Trees & Landscaping

In addition to the Urban Design Officer, the Forestry Officer has also reviewed the proposals in regard to the proposed landscaping scheme and impact upon trees. The 2x TPO trees in south-eastern corner will be retained as well as the existing trees along the northern boundary.

Unfortunately, a small number of existing trees have already been felled prior to the determination of this application. However, earlier versions of the Arboricultural Impact Assessment set out that 3x trees and 3x tree groups, all of which were Category C, were proposed for removal. Whilst the removal of these prior to determination is strongly resisted, the Forestry Officer has no objection to these being removed.

The development includes the planting of circa 40 new trees throughout the site, though earlier masterplan revisions did show increased numbers. Nevertheless, the Forestry Officer is satisfied with the proposals subject to the conditions attached which require full soft and hard landscaping details.

It is recognised that concerns have been raised relating to the condition/maintenance and size of the existing trees at the northern edge of the site and the associated overshadowing. Comments relating to the maintenance of these trees have been passed onto the relevant Council department, however from a planning perspective, the retention of these trees are welcomed. This development will secure long-term maintenance of these trees once the site is operational. The concerns regarding the condition of the existing trees is therefore afforded limited weight.

Overall, the application has been accompanied by sufficient tree information, with the development to include a satisfactory number of new trees and shrubs. The landscaping scheme is acceptable subject to further details of species and specifications being submitted prior to commencement. The proposal is afforded considerable weight in terms of trees and landscaping.

Highways Considerations

The access arrangements into the site and the adjacent sports building were assessed at full/outline planning permission stage with the access points previously agreed. The Highways DC Officer has reviewed this proposal in terms of the internal layout and the design features required to service the access, such as the proposed bollards.

Additional information has been provided in relation to position of the bollards which will prevent public vehicles from accessing the activity park. The proposed active travel link through the site is also welcomed. To ensure that the pedestrian/cycle link appropriately connects to the adjacent Harborough Hill Road project (as indicated in blue hatch on the masterplan) a condition is attached to ensure that a S278 Agreement is entered into prior to works commencing on site.

The highways arrangements shown on the current layout are consistent with those agreed at outline stage and is therefore acceptable, thus afforded significant weight.

Summary of Environmental Impacts

Overall, and taken in context that this site is designated for community and youth developments, the appearance, design and landscape of the development is considered to be acceptable. Additional information is required to show the final activity equipment and furniture, however based on the details provided the proposal is suitable when taking into account the surrounding character.

The development will significantly enhance the appearance of the town centre site and purpose underutilised and brownfield land. The development therefore accords with NPPF sections 11 and 12 and Local Plan Policies D1 in terms of design.

The site's proximity to local transport links makes it easily accessible for young people, with the proposed pedestrian and cycle links also welcomed. The proposal therefore accords with the NPPF Section 9 and Local Plan Policies T3 and T4 in terms of transport and connectivity.

Whilst unauthorised tree works is strongly discouraged, the Forestry Officer is satisfied that the trees removed were of low size/condition and therefore suitable for removal. The submitted masterplan makes it clear that the trees to the north will be retained and sufficient tree planting is proposed.

The environmental impacts of the development is considered to be acceptable and significant weight should be attached to this in favour of the development.

Social Impacts

NPPF Paragraph 8(B) sets out the social objective, stating that proposals should support strong, vibrant and healthy communities, 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.

The social impacts of the development are assessed as follows:

Impact Upon Residential Amenity

The impact upon residential amenity was initially assessed as part of the outline permission, though 1 representation has been received in response to the publicity for this reserved matters application.

It is recognised that the introduction of the activity park uses would likely generate some noise disturbance when compared to the vacant site. This will be a result of children playing/socialising. However, the social benefits associated with the scheme (as summarised below) are considered to outweigh the limited harm upon adjoining amenity.

The activity park would be accessible 24hrs a day, however given the nature of the site and the fact that it is aimed at young people, the noise during anti-social hours is not expected to be severe, particularly when the adjacent sports building closes at 10pm. CCTV cameras will also be used to monitor the site to prevent any anti-social activities. It is also important to note that the site is an edge of town centre location, whereby disturbance from passing traffic and trains already exists.

Nevertheless, the existing tree belt which is to be retained will provide an element of screening and noise protection between the rear of the residential properties and the activity park. There is a separation distance of circa 33m between the rear elevation of properties and the edge of the skate park which is considered to be sufficient.

The Environmental Health Officer has reviewed the proposal and has no objection. A condition was suggested which related to noise levels at the '*proposed development*', however given the open space/recreational use of the site, this would be difficult to enforce specific noise levels. On this basis, this condition was afforded no weight, however other conditions are attached relating to construction hours and plant noise levels. The proposed substation at the northern end of the site would need to achieve the specified plant noise levels.

Similarly, given the town centre location it is not expected that neighbouring uses or operations would be impacted by the proposed development. In summary, the impact upon amenity is considered to be limited.

Summary of Social Impacts

Overall, and taken in context that this site is allocated as for community uses, the social impacts of the development are welcomed. The NPPF emphasises the importance of good access to sports and community facilities to promote well-being and health. The activity park development will provide young people with much-needed outdoor spaces to exercise and socialise. Building upon the considerations above, the position of the site adjacent to local transport networks increases the access and inclusivity of the development, enabling communities across Barnsley to be able to visit the development.

A neighbour representation was received raising concern with the lack of social benefits for older residents. However, the site is expected to be used by local young people and their families for socialising. Whilst the equipment proposed may not be ideal for older people, the social benefits associated with community uses and sports facilities is welcomed.

Whilst there may be a small impact upon the amenity of nearby residents, by virtue of the noise from children/young people playing and using the site, this harm is considered to be outweighed by the benefits associated with exercise and being outdoors.

In summary, the development accords with Local Plan Policy POLL1 and GD1. The social impact of the development is considered to be acceptable, and substantial weight should be attached to this in favour of the development.

Economic Impacts

NPPF Paragraph 8(A) sets out the economic objective, stating that proposals should 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 by identifying and coordinating the provision of infrastructure.

It is understood that the activity park will be available to use at no-cost and therefore will not directly generate an income. In terms of job creation, a landscape planting and maintenance contract will be contracted on a 12month basis. However, the general maintenance will be picked up by the BMBC Park and Street Lighting teams.

The development is expected to increase footfall within the local area which is likely to have an indirect impact upon local food outlets in particular. As mentioned above, the outline proposal did include a café/clubhouse however this has since been omitted with the application submission confirming that users would most likely visit existing town centre food outlets when using the site.

Summary of Economic Impacts

Overall, and taken in context that this site is allocated for community uses, the economic impact of the development is limited. Whilst some jobs will be indirectly created, the majority of the maintenance work will be picked by the Council. However, the lack of economic benefits is substantially outweighed by the social benefits of the scheme described in the section above. The economic benefits are therefore afforded moderate weight.

Planning Balance & Conclusions

Conclusion

The National Planning Policy Frameworks is an important material consideration related to this case, in particular paragraph 96 which states that planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction; are safe and accessible and enable and support healthy lives through promoting good health and the provision of safe and accessible green infrastructure and sports facilities.

The principle of the activity park was agreed at outline stage, whereby hybrid application ref: 2022/0434 secured planning permission for the following development:

Hybrid planning application seeking a) full planning permission for the erection of a two storey Youth Zone building with floodlit kick pitch on the roof, roof top plant, service yard with bin store, minibs and blue badge parking and associated landscaping; and b) Outline permission for the erection of a club house café and the formation of an associated activity park (all matters reserved apart from means of access).

The development hereby proposed seeks approval for the matters reserved in relation to the scale, appearance, layout and landscaping of the proposed activity park. The application has been supported by a landscape masterplan which indicates the layout of the site; scale of the proposed activity areas and variety of landscaping.

External and internal consultees have reviewed the application submission, with no outstanding concerns or queries subject to the conditions attached. The Local Planning Authority are also satisfied with the information provided to support the omission of the clubhouse café building.

The development provides limited economic and/or environmental benefits, however the social benefits associated with the scheme significantly outweigh this. The proposal will provide much-needed space for young people in an easily accessible location, adjacent to the Barnsley Travel Interchange. The activity park forms the second phase of the wider Youth Zone project, whereby the main sports building is currently in construction.

The development will also form part of the wider Harborough Hill Road highway project, which aims to provide improved pedestrian access to Barnsley Town Centre.

It is understood that the parkour area shown on the landscape masterplan is subject to additional funding from Sport England being secured. Should this not come forward and/or the development differ from that shown on the approved masterplan, a S73 application will be required.

This application does not replace the outline consent, and any outstanding conditions attached to the previous permissions will need to be discharged accordingly, specifically those included at Condition numbers 17 – 34 of the permission ref: 2022/0434. Overall, and taking account the planning balance, the development is acceptable.

Recommendation

MEMBERS RESOLVE TO APPROVE RESERVED MATTERS FOR THE PROPOSED DEVELOPMENT SUBJECT TO THE CONDITIONS BELOW:

CONDITIONS/REASONS

1. The development, hereby permitted, shall be begun before the expiration of two years from the date of approval.
Reason: In order to comply with the provision of Section 92 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall be carried out in accordance with the following plans and documents except as may be substituted with subsequently approved details:
Site Location Plan and Application Boundary, Drawing No: BALU BBA YAP XX DR L 1005, Rev: P02, Received: 30.7.2024
Landscape Masterplan, Drawing No: BALU BBA YAP XX DR L 1012, Rev: P14, Received: 24.2.2025
Detail Area Plan- Social Activity Zone and Canopy Information, Drawing No: BALU BBA YAP XX DR L 2003, Rev: P01, Received: 17.7.2024
Proposed Cut and Fill, Drawing No: 24053- ARC - XX - XX - DR - C – 6001, Rev: P6, Received 26.2.2025
Proposed Finished Ground Levels, Drawing No: 24053 - ARC - XX - XX - DR - C – 6000, Rev: P6, Received: 26.2.2025
Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1: High Quality Design and Place Making.

3. Prior to the commencement of development, full details of the proposed street furniture and signage within the activity park shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:
 - Details of all benches/seating/litter bins;
 - Way finding signs and links to other footpaths and locations;
 - Location, type, design, materials, colour palette, size, for each of the above;
 Once agreed, the development shall not be brought into use until the furniture and signage are implemented in accordance with the approved details.
Reason: To provide a high quality development in accordance with Local Plan Policy D1: High Quality Design and Place Making.

4. Prior to the commencement of development, full details of the skate park/pump track area including all equipment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the design, materials, levels, heights, colour palette and size, for each piece of equipment.
 Once agreed, the development shall be carried out in accordance with the approved details and maintained as approved for the lifetime of the development.
Reason: To provide a high quality development in accordance with Local Plan Policy D1: High Quality Design and Place Making.

5. Prior to the commencement of development, full details of the parkour area including all equipment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the design, materials, levels, heights, colour palette and size, for each piece of equipment.

 Once agreed, the development shall be carried out in accordance with the approved details and maintained as approved for the lifetime of the development.
Reason: To provide a high quality development in accordance with Local Plan Policy D1: High Quality Design and Place Making.

6. Prior to the commencement of development, full details of the 'imaginative road layout' including all equipment, surface details and markings shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the design, materials, levels, heights, colour palette and size.

 Once agreed, the development shall be carried out in accordance with the approved details and maintained as approved for the lifetime of the development.
Reason: To provide a high quality development in accordance with Local Plan Policy D1: High Quality Design and Place Making.

7. Prior to the commencement of development, full details of the boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the location, design, materials, height and colour palette.

 Once agreed, the development shall be carried out in accordance with the approved details and maintained as approved for the lifetime of the development.
Reason: To provide a high quality development in accordance with Local Plan Policy D1: High Quality Design and Place Making.

8. Prior to the commencement of development, full details of the lighting scheme and CCTV cameras shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the position of the cameras and lighting, as well as the lighting and luminance levels.

Once agreed, the development shall be carried out in accordance with the approved details and maintained as approved for the lifetime of the development.

Reason: To provide a high quality development in accordance with Local Plan Policy D1: High Quality Design and Place Making.

9. Notwithstanding the details shown on the submitted plans, the development hereby approved shall not be commenced until details have been submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following off-site highway works:

- Provision of 3.5m wide footway/cycleway along the entire Harborough Hill Road site frontage and connection into the site;
- Provision of, or any necessary alterations to, street lighting;
- Provision of, or any necessary alterations to, highway drainage;
- Provision of, or any necessary alterations to, signing/lining;
- Any necessary reconstruction/resurfacing/landscaping.
- Any necessary relocation of statutory undertakers' equipment.
- A timetable of works

Once agreed, the works shall be completed in accordance with the approved details.

Reason: To ensure that satisfactory access arrangements are provided, in the interests of highway safety and in accordance with Local Plan Policy T4: New development and Transport Safety.

10. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained. The approved landscaping details shall be implemented prior to any use of the development.

Reason: To provide a high quality development in accordance with Local Plan Policy D1: High Quality Design and Place Making.

11. No development shall take place until full surface water drainage details, including Yorkshire Water Permission, have been submitted to and approved in writing by the Local Planning Authority.

Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the lifetime of development.

Reason: To ensure the proper drainage of the area in accordance with Local Plan Policy CC3: Flood Risk.

12. Prior to commencement of the development, details for surface water outfall are to be submitted to and approved in writing by the local planning authority. No piped discharge of surface water shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with the approved details.

Reason: To ensure the proper drainage of the area in accordance with Local Plan Policy CC3: Flood Risk.

13. Prior to occupation/any use, a scheme for the ongoing management and maintenance of proposed carriageways, footways, footpaths, street furniture and signage shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented thereafter.

Reason: To ensure that the development and landscaped areas are appropriately managed and maintained to ensure the safety of all users in accordance with Local Plan Policy T4: New development and Transport Safety.

14. Prior to the development being brought into use, the scheme for the provision of removable bollards across the Mottram Way vehicular access shall be fully implemented and thereafter retained and maintained in good working order for the lifetime of the development.

Reason: To ensure that satisfactory access arrangements are provided, in the interests of highway safety and in accordance with Local Plan Policy T4: New development and Transport Safety.

15. Plant noise levels shall be limited to a rating level (L_A,T_r dB) that is no more than +1dBA above background noise levels at the façade of the nearest Noise Sensitive Receptors (NSRs). Individual plant items may need to be designed to a lower limit such that the cumulative noise level of all plant items operating simultaneously achieves the stated criteria. Should the plant contain acoustically distinguishable features such as intermittency, tones or impulsiveness, appropriate penalties (as defined in BS 4142: 2014) shall be applied to determine the maximum acceptable sound pressure level at the façade of the NSRs.

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1.

16. During works, construction or demolition, activity shall only take place onsite between the hours of:

0800 to 1800 Monday to Friday and;

0900 to 1400 on Saturdays and;

at no time on Sundays or Bank Holidays

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1.

17. Vehicular gradients within the site shall not exceed 1:12, to ensure safe and adequate access.

Reason: In the interest of highway safety, in accordance with Local Plan Policy T4: New development and Transport Safety.

INFORMATIVES

1. Any highway retaining wall structures will require technical approval in accordance with the approval procedure based on DMRB CG300. The developer will be responsible for preparing and submitting the AIP, with the technical approving body being the Highway Authority. The approval procedure is to be followed for the construction or alteration of any highway structure whether to be adopted or not.
2. The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking this work you must enter into a highway agreement with the Council under S278 of the Highways Act, 1980, specifying the extent of works and the terms and conditions under which these are carried out. Fees are payable for the drafting of the agreement, approval of the highway details and inspection of the works. For more information or to apply, please

contact Highways Development Control at email HighwaysDC@barnsley.gov.uk or call to 01226 773555.

3. The development hereby approved includes the creation of/carrying out of alterations to vehicular access(es). You are advised that before undertaking work on the adopted highway you will require a Section 184 licence from the Highway Authority. The works shall be to the specification and constructed to the satisfaction of the Highway Authority. Fees are payable for the approval of the highway details, and inspection of the works. Further information and an application form are available on the BMBC website at <https://www.barnsley.gov.uk/services/roads-travel-and-parking/parking/dropped-kerbs/> or please contact at email Streetworks@barnsley.gov.uk or call to 01226 773555
4. The applicant/contractor should note that to deposit mud/debris on the public highway, or anything which may cause a nuisance or possible danger to road users, is an offence under provisions of the Highways Act 1980.

The above objections, consideration and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family life, his home and his correspondence.

Appendix 1 – Masterplan Layout:



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