



Planning Statement

Applicant: Equites Newlands (Goldthorpe) Ltd

Proposal: Hybrid Planning Application for Proposed Employment Development and Associated Infrastructure

Site: Land South of Dearne Valley Parkway, Goldthorpe

Date: December 2023

Ref: JEH040



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Document control

Document:	Planning Statement		
Project:	Land South of Dearne Valley Parkway		
Client:	Equites Newlands (Goldthorpe) Ltd		
Job Number:	JEH040		
File Origin:			
Revision:	Draft Version 2 Includes BT amendments dated 23 May 2023 and further amendments Draft V3 includes Newlands Amendments Sept 2023 and further updates/amendments V4 Final		
Date:	December 2023		
Prepared by:		Checked by:	
		Approved By:	
Description of revision. V1 May 2023 V2 July 2023 V3 November 2023			

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Appendices

Appendix 1 - ES10 - Goldthorpe Eaves Height -Enterprising Barnsley

Appendix 2 - S106 Agreement: Draft Heads of Terms

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1.0 Introduction.

- 1.1 This Planning Statement has been prepared by JEH Planning Ltd on behalf of Equites Newlands (Goldthorpe) Ltd hereafter referred to as 'Newlands' or 'the Applicant'.
- 1.2 The majority of the application site comprises Barnsley Local Plan's ES10 employment allocation 'Land South of Dearne Valley Parkway' and the Applicant has submitted a Hybrid planning application for proposed employment development and associated infrastructure. The outline element of this application is for up to 204,000 sq m (Gross Internal Area) for Storage and Distribution (Use Class B8) and General Employment (Use Classes B2) space (the B2 element is limited to 30% of the total floorspace) with ancillary offices and gatehouses. The full application element is for engineering infrastructure works, comprising the access roads, earthworks to create the development platforms/bunding, drainage works, flood compensation area and strategic landscaping.
- 1.3 The submission of this application aligns with the Government's aim of building a strong and competitive economy as set out within the National Planning Policy Framework (NPPF) (2023). The proposed development will provide a high quality scheme delivering much needed employment floor space in a well-connected and highly accessible location in the context of both regional and national markets. The scheme will result in environmental, social and economic benefits through the creation of jobs, biodiversity net gain, and creating a development with sustainable transport links.
- 1.4 This statement describes the site and its surrounding context; sets out details of the application proposals; identifies relevant planning policy and guidance; and goes on to appraise the suitability of the proposals having regard to these policies.
- 1.5 The purpose of this Planning Statement is to provide the Local Planning Authority (LPA) and other interested parties with the information necessary to appraise the application proposal against the wide range of established policies and guidance. Section 9 includes details of the benefits that will be delivered by the scheme and judgments about the 'planning balance'.

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- 1.6 Following the submission of an Environmental Impact Assessment (EIA) Scoping Opinion (October 2022), the LPA responded on 25th November 2022 agreeing the relevant disciplines that should be included and those that should be scoped out. These comments have been taken into account when preparing our EIA that support this application: the results of which are presented in an Environmental Statement (ES). The ES helps to inform the LPA's determination of the application by ensuring that any likely significant environmental effects are understood, together with the measures taken to mitigate them and to maximise any environmental benefits.
- 1.7 The application has been informed by extensive pre-application discussions with Barnsley Council and other consultees, as well as technical input and evidence on a range of environmental matters, including ES Scoping.
- 1.8 Through design mitigation measures, as set out in the ES and as identified within the various plans and documents submitted, the application seeks to strike an appropriate balance between the need to provide economic and social opportunities with the need to protect and, where possible, enhance the surrounding environment. This statement explains how this is achieved and how the proposals accord with the adopted development plan and the relevant national planning policy guidance.
- 1.9 The ES provides the technical evidence base that has informed and influenced the proposal. The topics and survey work covered by the ES are:
- Socio-Economics;
 - Cultural Heritage;
 - Landscape Character and Visual Amenity;
 - Biodiversity;
 - Water Resources and Flood Risk;
 - Soils and Agricultural Land;
 - Noise and Vibration;
 - Transport and Access;
 - Air Quality;

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- Climate Change.

1.10 Contained within the Appendices of the ES are technical study documents that specifically relate to the validation check list request by BMBC at the pre application stage. The following table identifies these only those reports found on the validation checklist:

Reports	Ref No/Date	EA Appendix	Author
Phase 1 Ground Conditions Desk Study	28 th November 2023 Doc ref: 23451-HYD-XX-XX-RP-GE-0001-P01	Appendix 2.3	Hydrock
Built Heritage Statement	JAC28335 V3 FINAL March 2023	Appendix 7.1	RPS Group
Archaeological Desk-Based Assessment	JAC28335 02 10 th November 2023	Appendix 7.2	RPS Group
Geophysical Survey/ Detailed Gradiometer Survey Report	Ref.: 269800.01 November 2022	Appendix 7.3	Wessex Archaeology
Ecological Appraisal	June 2023	Appendix 9.1	FPCR
Breeding Bird Survey Report	Rev B June 2023	Appendix 9.2	FPCR
Wintering Bird Survey Report	Rev B June 2023	Appendix 9.3	FPCR
Marsh Harrier Technical Note	Rev B June 2023	Appendix 9.4	FPCR
Bat Assessment Report	Rev C June 2023	Appendix 9.5	FPCR
Gypsy Marsh Ecology: Air Quality Review	July 2023	Appendix 9.6	FPCR
Flood Risk Assessment	29 th Nov 2023 Doc ref 23451-HYD-XX-XX-	Appendix 10.1	Hydrock

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Reports	Ref No/Date	EA Appendix	Author
	RP-FR-0002 P02		
Drainage Management Strategy	24 November 2023 Doc ref 23451-HYD-XX- XX-RP-D-0003 P03	Appendix 10.2	Hydrock
Soil Resources and Agricultural Quality	Report 2068/1 19th February 2023	Appendix 11.1	Land Research Ass
Noise and Vibration Assessment	N/A	Chapter 12.0	Vanguardia
Air Quality Assessment	N/A	Chapter 14.00	Vanguardia
Construction Dust Risk Assessment	N/A	Appendix 14.5	Vanguardia
Air Quality Assessment – Goldthorpe, Barnsley – Impact on Hickleton	VC-00052805- EN-RP-0001 R00 November 2023	Appendix 14.14	Vanguardia
Whole Lifecycle (WLC) Assessment	November 2023	Appendix 15.3	Stantec
Energy & Sustainability Statement	332511259 V3 November 2023 Final	Appendix 15.4	Stantec
Transport Assessment	30 November 2023 Version 1	Appendix 13.1	Fore Consulting

1.11 In addition to the ES and the technical reports contain therein, the application is accompanied by a suite of other supporting information as detailed below, the scope of which was agreed with the LPA during pre-application discussions:

Application	Author
Cover Letter	JEH Planning
Completed Hybrid Application forms and Certificates B/Notice No 1	JEH Planning
Planning Application Fee for the sum of £127,891	Newlands

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Other Reports	Ref No /Date	Author
Planning Statement (Including Draft S106 Heads of Terms)	November 2023 JEH040	JEH Planning
Statement of Community Involvement	November 2023	Cavendish
Design and Access Statement which would include: <ul style="list-style-type: none"> • Illustrative Masterplan Layout Options • Illustrative Pedestrians and Cycle Network Plan • Illustrative elevations with cladding examples • Masterplan Compliance Statement • Design Code and National Design Guidance Assessment • Fire Statement 	22081 November 2023	UMC Architects
Illustrative CGI Views	November 2023	UMC Architects
Health Impact Assessment	33905/A5/HIA November 2023	Stantec
Construction Phase Social Value Framework	November 2023	Newlands & Fusion 21
Overview Utilities Statement	4062-UCL-FR-MU-002/ 7/11/2023	Utilities Connection
Lighting Impact Assessment	2368-DFL-ELG-XX-RP-EO-13001-S3-P02 December 2023	Designs for Lighting Ltd
Arboricultural Assessment	Rev C 6 th November 2023	FPCR
Coal Mining Risk Assessment	28 th November 2023 23451-HYD-XX-XX-RP-GE-0002 P02	Hydrock
CEMP Framework	P1 28 th November 2023	Newlands

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Other Reports	Ref No /Date	Author
Waste Management Framework	P1 28 th November 2023	Newlands
Land Requirement, Labour Supply and Economic Benefits Report	33905/A5 Rev 03 Nov 2023	Stantec
Soft Landscape Works Maintenance and Management Proposals – 5 Years	GDT-BCA-ELS-XX-SP-L-S4-2267-22-RP01-P1 27 March 2023	BCA Design Ltd
Soft Landscape Specification	GDT-BCA-ELS-XX-SP-L-S4-2267-22-SP01-P1 28 th March 2023	BCA Design Ltd
Preparation and Topsoiling Specification	GDT-BCA-ELS-XX-SP-L-S4-2267-22-SP02-P1 28 March 2023	BCA Design Ltd
Framework Travel Plan	Version 1.0 30 th November 2023	Fore Consulting
Biodiversity Net Gain Report	Rev C 1 st December 2023	FPCR

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1.12 As can be seen from the above tables, a package of drawings has been submitted with the parameters plan demonstrating how the whole site is proposed to be developed, as well as the detailed infrastructure plans that support the full application element of the proposal. To clarify, the areas within the development plots are part of the outline element of the application and the areas outside of these plots are the full element of the application.

1.13 This report is structured as follows:

- **Section 2** sets out the context and provides information on the physical characteristics of the site and other factual details.
- **Section 3** outlines the pre-application approach and feedback from Barnsley Council and other key statutory consultees and bodies.
- **Section 4** sets out the community engagement undertaken to date.
- **Section 5** outlines the nature and scale of the proposed development.
- **Section 6** identifies the relevant National and Local Plan Policies explaining the weight that should be attached to the relevant policies.
- **Section 7** provides the planning assessment along with the technical considerations in the context of compliance with the relevant policies, taking into account other material considerations, demonstrating the proposal achieves sustainable development.
- **Section 8** following detailed discussion with both Barnsley Council and the City of Doncaster Council this section provides an outline of the proposed Head of Terms that would feature in a S106 Agreement as well as identifying those key element of the development that should be controlled via suitability worded planning conditions.
- **Section 9** provides a summary and conclusion whilst applying the planning balance.

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2.0 The Site and Surroundings

Site Context

- 2.1 The site is located to the south of Dearne Valley Parkway and is located immediately to the north west of Bolton upon Dearne/ Goldthorpe: a settlement located between Barnsley (9.5km to the west of the site) and Doncaster (12.5km to the east) in South Yorkshire, within the administrative boundary of Barnsley MBC.

Character and Use of the Site

- 2.2 The application site is irregular in shape and extends to approximately 85.32 ha in size.

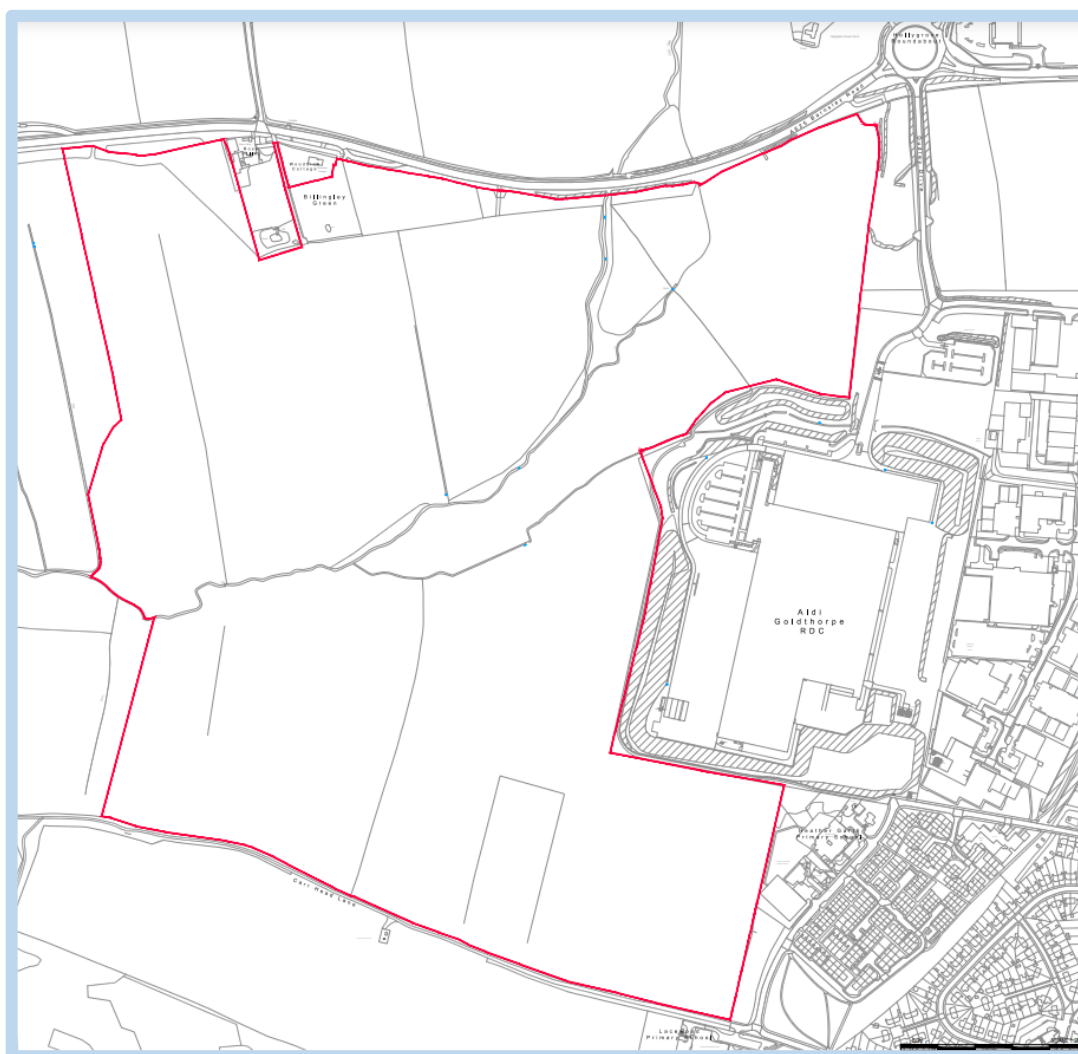


Fig 1 : Site Location Plan

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- 2.3 The area currently comprises largely open agricultural fields punctuated by sections of hedgerow and some mature trees that run along the Carr Dike corridor which is located centrally within the site.
- 2.4 The site is crossed by Carr Dike, which enters it close to the centre of the north boundary and exits mid-way down the site's western boundary. Bordering Carr Dike is broadleaved semi-natural woodland, plantation woodland and sections of species poor grassland. There is also an unnamed beck running from the east of the site and there is a confluence of the two watercourses at a central point within the site.
- 2.5 Agricultural land extends further to the north and west of the site.
- 2.6 The topography of the site is fairly level and slopes gradually down towards Carr Dike from the A635 in the north to Carr Head Lane in the south. Land surrounding the site is generally undulating and, as such, the site is reasonably well contained.

Existing Site Levels

- 2.7 The landform of the central part and eastern/western part of the site is relatively flat at approximately 25 metres AOD. There is a change in level to the north of the site leading up to road level in line with the A635, which stands at approximately 26 - 32 metres AOD. To the south of the site the land levels change to approximately 33 - 44 metres AOD leading up to the Carr Head Lane public footpath.

Site Boundaries and Surrounding Uses

- 2.8 The northern boundary of the site comprises the A635 Dearne Valley Parkway along which lies a two dwellings and a related business external to the site's north west boundary. Agricultural land extends further to the north and further to the north west there is the village of Billingley approximately 0.5km from the site boundary.
- 2.9 To the east the site is bound by Dudley Drive and the Aldi Goldthorpe Regional Distribution Centre, with the Goldthorpe Industrial Estate beyond. The boundary to the Aldi unit is a simple post and wire fence and a public footpath runs parallel along a green palisade fence. Dearne Community Children's Centre and the residential development of Bolton upon Dearne are located off Billingley View, situated to the southeast of the site.

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- 2.10 At its southern boundary, the site borders Carr Head Lane which is an unmade-up track. Lacewood Primary School and a couple of arable fields are located immediately to the south of this track. Beyond these uses to the southwest are the RSPB reserves Dearne Valley – Bolton Ings and Old Moor – which form part of the Dearne Valley Wetlands Site of Special Scientific Interest (SSSI).
- 2.11 The western boundary of the site is defined by mature hedgerows and trees but it is not naturally de-marked and beyond lies open fields.

Existing Access Arrangements

- 2.12 There is currently no vehicular access into the site although a roundabout on the A635, approved under Planning Permission 2021/1511 granted on 15th February 2022, is currently in the process of being constructed and will facilitate access into the Site. This is due to be completed by early 2024..
- 2.13 Bus travel is available in close proximity to the site. The X19, 208, 218 and 218a bus services run along the A635 to the North of the site, utilising the Billingley Green Lane Bus Stops.
- 2.14 Goldthorpe Train Station is located approximately 2km to the North East of the site and there is an existing pedestrian access. The station operates on the Wakefield Line and provides hourly rail services between Leeds and Sheffield from Monday to Saturday, with a reduced service on Sunday.

Statutory and Non-Statutory Designations

Local Plan Allocation

- 2.15 The majority of the site comprises the ES10 employment allocation 'Land South of Dearne Valley Parkway' in the adopted Barnsley Local Plan. There is also a small part of the site that falls within the Green Belt immediately to the west. However, this area of the site will not be used for built form and any works will not constitute 'inappropriate development' based on the definition contained in NPPF Para. 150.

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Other Designations

- 2.16 A small part of the site along the Carr Dike in the northern portion of the site falls within Flood Zones 2 and 3 (most likely to flood). There is no requirement for a sequential test to be undertaken as part of this application as the Local Plan evidence based work undertook this assessment at a strategic level when identifying this site as an employment allocation prior to formal adoption. In addition, The main area of the site is located within Flood Zone 1 and therefore has a low probability of fluvial flooding.
- 2.17 The site is not located within a designated Conservation Area. Billingley Conservation Area is approximately 0.5km north of the site. However, there are no locally or statutorily listed structures or Scheduled Monuments on or within the immediate vicinity of the site. Billingley Hall, a Grade II Listed Building, is the closest structure at approximately 580m to the north of the site.
- 2.18 The site does not fall within any statutory environmental designations. However, there are several statutory ecological designations in close proximity of the site. It is located approximately 550m North of Bolton Ings and 1km North of Old Moor Wetlands, both of which are included in the RSPB's Dearne Valley reserves.
- 2.19 The site falls within the Dearne Valley Green Heart Nature Improvement Area. A partnership was formed for the Nature Improvement Area (NIA) with the overall aim of restoring and enhancing the ecological networks of the river, its floodplain, and its link to habitats within its surrounding context.

Recent/Relevant Planning History

- 2.20 There have been no recent planning applications/permissions relating to the site.
- 2.21 Aldi RDC Goldthorpe is located to the immediate East of the site boundary, of which planning permission was successfully granted in October 2010 (2007/1645) described as the construction of a regional office and distribution centre (Class B1 and B8 Uses) and ancillary facilities, including a service station and refuse area, formation of a new access and car park, lorry parking, associated groundworks and extensive landscaping.

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3.0 Pre application Planning Advice

- 3.1 In Paragraphs 39-46, the NPPF highlights the value of pre-application engagement with decision-making authorities and other key stakeholders. The following section summaries the consultation which has been undertaken to date.

Consultation with Barnsley Council

- 3.2 The Applicant has engaged positively and proactively in a programme of pre-application advice with the LPA, structured around a regular fortnightly project meetings with the case officer, the Head of Planning and other relevant officers from various disciplines within the Council dating back to February 2022.
- 3.3 Newlands presented to Goldthorpe Town Council on 21st April 2022 to demonstrate how they had responded positively to feedback received during the six week consultation that took place in respect of the Goldthorpe Masterplan Framework between 25th January to 8th March 2021. In particular, the decision at this stage had been taken not to divert Carr Dike but rather incorporate this as an enhanced green and blue corridor.
- 3.4 Prior to the formal pre application engagement process, the LPA instructed Gillispies to assess the evolving proposals and provide advice regarding the methodology and contents of the Landscape and Visual Impact Assessment being prepared by FPCR. Dating back to August 2022, there have been a series of meetings between the LPA, the applicant, their consultants FPCR and Gillispies to ensure agreement is reached that the landscape and visual impact of the proposed development had been properly undertaken.
- 3.5 We submitted a formal pre-application enquiry on 27th October 2022, requesting the LPA's specific view on the following matters:
- Building upon the initial engagement with Gillespies, further advice on the scope and LVIA assessment work including the location of key views from the surrounding area subject to the mitigation measures.
 - Advice on whether taller buildings than those identified in the Goldthorpe Masterplan Framework, could be justified based on the strength of current market evidence provided.

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- Transportation and impact on the local highway network.
- Our approach to dealing with ecology and the principles behind achieving 10% Biodiversity Net Gain.
- Drainage Strategy and Flood Compensation.
- Archaeological investigation work.

3.6 We received a detailed response from the LPA in a letter dated 22nd February 2023 and we have been guided by these comments which provide consideration of the following key issues:

- Urban Design, Height and LVIA
- Economic Considerations
- Highways
- Air quality
- Conservation and Heritage
- Biodiversity
- Trees
- South Yorkshire Mining Advisory Services
- Drainage Strategy and Flood Compensation
- Pollution Control
- Public Rights of Way

3.7 The pre-application advice also confirmed the validation requirements for the hybrid planning application submission.

3.8 We address each of the above matters within Section 7 of this Planning Statement together with reference to the supporting documentation and drawings that have been prepared.

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- 3.9 During the pre-application stage we also engaged with the LPA with a request for an EIA Scoping Opinion in October 2022 and received a response on 25th November 2022. The scope was agreed, and the disciplines and topics included: Socio-economics, Cultural Heritage, Landscape Character and Visual Amenity, Biodiversity, Water Resources and Flood Risk, Soils and Agricultural Land, Noise and Vibration, Transport and Access, Air Quality, Climate Change.

Consultation with City of Doncaster Council

- 3.10 Guided and facilitated by Barnsley Council, the applicant has entered into constructive pre-application discussions with City of Doncaster Council in respect of an assessment of the impacts on the village of Hickleton, which lies within their administrative area. In response to Doncaster's concerns, we have carefully reviewed the traffic, noise and air quality evidence and propose a package of proportionate mitigation measures to address the impacts of the proposed development on properties within this village. This is reflected in the accompanying draft Heads of Terms that are discussed in more detail in section of this statement.

Consultation with RSPB

- 3.11 The RSPB were consulted as part of the pre-application process as the Dearne Valley Wetlands SSSI which includes the RSPB sites at Bolton Ings and Old Moor close to the south western boundary of the site and there is reference to protecting birds within the wording of Local Plan Policy ES10.
- 3.12 An engagement meeting with RSPB was held on 8th February 2023. In principle they supported the scheme and the following points were agreed:
- Carr Dike Corridor is maintained and enhanced which would be additional to ES10 requirements.
 - A western (north-south) corridor to be provided for Marsh Harrier
 - The flood compensation areas to be managed to provide habitats suitable for Marsh Harrier and other species.
 - RSPB to be involved in the process of agreeing the long-term management of habitats at the site.

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Consultation with Barnsley Urban Renaissance Design Advisory Panel

3.13 At the request of the LPA, the applicant presented to the Design Review Panel on 15th September 2022, and they provided a draft response dated 8th December 2022.

3.14 The Panel clarified that it wished to investigate the specifics of the scheme, rather than make any overall 'balancing' assessment. At that time, the proposal presented was above the maximum building height restriction of 18m, as set out within the Goldthorpe Masterplan Framework. In addition, no landscape and visual impact assessment, photo montages had been produced and shown in the presentation. It was also noted that the proposed cladding treatment was indicative at this stage since this element of the scheme is only in outline form and would be the subject of future reserved matters applications.

3.15 The Panel accepted that their comments were limited by the level of information presented stating:

'It could not give further advice and guidance on the issues of height, the external treatment of the buildings, the profile and shape of the buildings including their rooves and how the buildings settled into the green and blue elements of the proposals (with the buildings themselves considered as an integral element of the landscape) as they had not yet seen any images of the proposals taken from the Parkway or Goldthorpe.'

3.16 The Panel requested further details and outlined the following recommendations:

'Complete the landscape and visual impact assessment.

Provide the proposals in 3D format, to see the ups and downs of the topography and buildings, especially as the proposals are 'playing' with water.

A 3D model would allow a clearer understanding of what the proposals would look like from the Parkway, Billingley and Goldthorpe.

Provide images of the development against the sky.

Consider the buildings as an integral part of the landscape. Provide a greater sense that the proposals offer a new landscape for building, rather than 'buildings with landscape'.

The treatment of height needs innovative thought on massing and colour.

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Look beyond the use of grey for the cladding colours.'

- 3.17 Since these comments were made, the maximum parameters of the proposed building zones have been reduced to accord with those contained within the Goldthorpe Masterplan Framework. Furthermore, the LVIA work has now been completed together with the preparation of photomontages, appropriate sections and Computer Generate Images of important views that can be found in Illustrative CGI Images prepared by UMC Architects.
- 3.18 This information now gives a better understanding in visual terms of how the proposal would integrate into the surrounding landscape setting, having regard to changes in levels, the proposed earthworks, and existing and proposed structural planting of vegetation that will mature over time. The submission also responds directly to more recent comments provided by the LPA's Urban Design Officer on 12th April 2023 that build upon the Design Panel's original comments. From this work, as well as the justification in the Design and Access Statement, it can be concluded that the proposals are landscape-led to satisfy the views of the Design Panel.
- 3.19 The discussion regarding cladding treatment and colour will continue during the course of the determination of this application and it has been agreed with officers that this can be dealt with via a suitably worded planning condition as has been done with other recent employment schemes approved within Barnsley. Notwithstanding this, the Design and Access Statement provides a number of options to help constructively inform this process.

Summary

- 3.20 Detailed consultation has been undertaken with key stakeholders through the design and pre-application process. The points raised to date by each party have been addressed within the proposals which form the submission.

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4.0 Public Consultation

- 4.1 A central theme of current planning legislation and guidance is placing increased importance on community involvement as the planning system operates in the public interest to make sure that the development results in a better place for people to live. The approach to community involvement has had due regard to the Localism Act 2011, the Town and Country Planning Act 1990 (as amended), NPPF along with the LPA's Statement of Community Involvement adopted in 2020.
- 4.2 The NPPF is central to encouraging engagement with the local community. Paragraph 39 confirms that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussions enable better coordination between public and private resources and improved outcomes for the community.
- 4.3 The applicant is committed to public engagement and specifically commissioned Cavendish to oversee and coordinate the consultation strategy with key stakeholders and the local community.
- 4.4 A full pre-application consultation process has been agreed with Barnsley Council and undertaken in advance of a planning application being submitted. Residents and stakeholders were given the opportunity to provide feedback regarding the proposals at all stages of our public consultation via a consultation website (including a virtual exhibition held between 12th January until 26th January 2023) and a physical exhibition held on 19th January at Goldthorpe Library. A Freephone information line and a feedback email address were also made available throughout the course of the pre-application consultation, for interested parties to receive further information and to enable people to provide their feedback to the project team.
- 4.5 The applicant and their project team have reviewed all the feedback received to date, and the main comments raised by the local community have been addressed with the introduction of changes and appropriate levels of mitigation that have been informed by technical evidence. Details of the feedback received and how these matters have been addressed are set out in the Statement of Community Involvement report prepared by Cavendish which accompanies this submission.

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5.0 Overview of the Development

5.1 The Proposed Development comprises a hybrid planning application: the outline element of the application is for up to 204,000 sq m (Gross Internal Area) for Storage and Distribution (Use Class B8) and General Employment (Use Classes B2) space (the B2 element is limited to 30% of the total floorspace) with ancillary offices and gatehouses; and the full application element is for engineering infrastructure works, comprising the access roads, earthworks to create the development platforms/bunding, drainage works, flood compensation area and strategic landscaping.

5.2 The formal description on the planning application states as follows:

“Hybrid Planning Application:

Outline permission sought for the construction of Storage and Distribution (Use Class B8) and General Employment (Use Class B2) space with ancillary offices and gatehouses on four separate, self-contained and severable plots as shown on the submitted Parameters Plan. All matters reserved except for site access.

Full permission sought for engineering infrastructure works to support the employment development comprising: the access roads; earthworks to create the development platform zones/bunding; drainage and culvert works; a flood compensation area; and strategic landscaping areas

5.3 The DAS sets out the key design and masterplan layout principles that have influenced the development proposal. It confirms that the proposed development is based on a landscape-led approach, analysing and enhancing the existing environment in terms of green and blue infrastructure and utilising these natural assets. The DAS states that:

‘Overall the proposed green infrastructure will be an important feature of the development, creating a sense of place throughout the development and integrating the proposal into the existing surrounding landscape whilst providing benefits for visitors and employees of the site including landscape and wildlife value, sustainable drainage, cycling and walking routes.’

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- 5.4 The scale, nature and composition of the proposal is also as a direct response to the strong market demand for additional employment floorspace especially to meet the strategic needs of the storage and distribution sector. Given the experience and track record of the Applicant, the scheme has been developed in conjunction with the aspirations of end users and operators in mind.

Full Application Component

- 5.5 The proposed development will comprise earthworks and infrastructure works to create three fully serviced development plateau areas, with the southernmost one divided into two parts to create a total of four development plots (Plots 1 to 4) (See Parameters Plan Drawing). The proposed four development plots are designed to accommodate a wide range of potential future occupier requirements.
- 5.6 Large development plateaus would be achievable through the use of cut and fill. The proposed cut and fill strategy is based on a rationale to lower the proposed finished floor levels across the site in order to lower the ultimate ridge height of buildings and reduce visual impact. The plateau levels and indicative finished floor levels in metres above ordnance datum are as follows:
- Plot 1 – 24.5m (FFL: 25.5m) 11.35 Ha
 - Plot 2 – 25.0m (FFL: 26.0m) 8.46Ha
 - Plot 3 – 33.7m (FFL: 34.7m) 17.92Ha
 - Plot 4 – 33.7m (FFL: 34.7m) 6.29Ha
- 5.7 The earthworks assessments have confirmed that a theoretical earthworks balance can be achieved on site whilst enabling site highway levels that are appropriate for means of vehicular and pedestrian access.
- 5.8 To mitigate against loss of floodplain storage, as a result of ground raising for the development plots, and to provide the necessary storage required to mitigate against off-site flood risk, two flood compensation areas, connected via a series of culverts, are proposed. The flood compensation areas are located in the northern and north-eastern parts of the site.

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- 5.9 New earthworks mounding will be formed along peripheral boundaries to the north and west of the proposed site, which will assist in mitigating both visual and noise impacts. Furthermore, significant new strategic landscaping will be planted, which will enhance and soften the bunding, offering visual and acoustic screening with varied heights and densities. The submitted LVIA and noise assessment work considers the effectiveness of this approach in reducing the likely residual effects. This green infrastructure element also serves a dual purpose in creating ecological habitats and delivering biodiversity net gain on site.
- 5.10 Appropriate green landscape buffer zones will be provided along the Northern, Southern, and Eastern boundary in order to reduce visual impact, as well as noise and lighting impacts to the surrounding context. These design aspects have been carefully considered alongside the technical environmental assessment work to mitigate against any potential impacts.
- 5.11 The introduction of a series of attenuation ponds located within the site provide the functional Sustainable Urban Drainage (SuDs), as well as additional wildlife habitats increasing the biodiversity value of the area. These areas seek to link into the existing green and blue infrastructure that can currently be found within and around the site.
- 5.12 In terms of the proposed access arrangement, a new three arm roundabout is already consented (LPA Ref No 2021/1511) following planning approval secured by Barnsley Council in February 2022. This new access is now under construction to the North of the site which will provide the primary access to the site from the A635. From the new A635 roundabout, the internal estate road network will run southwards through the site connecting the proposed development plots. The primary road which enters the Site on the northern boundary will be 10m wide. The secondary access route will be 7.3m wide to provide access to the individual plots.
- 5.13 The estate roads will be designed to adoptable standards but will be retained as private highways and include a new, illuminated, combined footway / cycleway to connect to each of the proposed development plots.

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- 5.14 Two cycle access points will be provided as part of the development: an access point on the northern boundary along the A635 and an access point on the eastern boundary. The internal cycle network will connect to each of the four development plots.
- 5.15 The existing PROW ,Dearne UD 15' from Carr Field Lane to the east will be enhanced .to create improved linkages from Bolton Upon Dearne. This PROW continues to run through the east and north east area of the site to link into the A635 in the north and the proposal will incorporate the footpath although it will be rerouted around Plot 2. The proposal also incorporates new pedestrian links within the northern edge of the application site to deliver good connections to the existing bus stops that allow access to these public services that run along the A635.
- 5.16 Structural landscaping forms part of the detailed element of the proposal and will be introduced throughout the site surrounding the four development plots with additional strategic landscape screening located in the north-western region on the western boundary of Plot 1 as well as south of Plots 3 and 4. A smaller area of strategic landscaping screening will be provided north-west of Plot 2. There is the opportunity for these landscaping proposals to be planted at an early stage in the construction process.

Outline Application Component

- 5.17 The proposed buildings, and the related activities associated with their future operational use, are not fixed at this stage and will ultimately be developed in response to market demand. The DAS contains a more detailed Illustrative Masterplan layout which shows how the development could be brought forward within the parameters established through the outline element of the application. For the avoidance of doubt these details are indicative at this stage but it shows how the site could be brought forward for a number of units of varying sizes in response to strong market demand, having regard to the functional requirements of the likely end users, and taking into account important design concepts.

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- 5.18 The Parameters Plan identifies the proposed finished floor levels and the maximum height of any units permitted within each of the development plots in the future. The proposal would allow for units of up to a height of 18m (to ridge) in all four development plots. This approach is to comply with the maximum height proposed for the site set out in the Goldthorpe Masterplan Framework.
- 5.19 However, this decision has been undertaken with some reluctance given the strong market evidence provided that demonstrates operational trends are for taller buildings. (See our justification below in Section 8 and the Stantec report - Land Requirements, Labour Supply and Economic Benefits.)

Access to Housing Allocation HS51

- 5.20 The indicative layout shows a safeguarded area of land in the south east corner of the site to ensure the developer of housing allocation HS51 is able to bring forward a proposal to access the site from Billingley View. The alignment of this road has been factored into the proposed reprofiling earthworks to create the development platform areas. This provision ensures the proposal accords with the requirements of Policy ES10 and the Goldthorpe Masterplan Framework.

Sustainability

- 5.21 The intention is to deliver operational net zero carbon (regulated energy only, i.e. main office area) for all buildings on site with the adoption of a minimum (EPC) rating of Band 'A' to warehouse and EPC A+ to the main office area and a commitment to a minimum BREEAM 'Excellent' rating.
- 5.22 In addition, the development will provide, inter alia, the following sustainability aspects:
- PV ready structures designed to accept future installation to 100% of available roof space.
 - Future PV and battery connectivity into the base build electric panels as well as dedicated space for emerging battery storage technologies.
 - Rainwater Harvesting to main office for grey water use with W.C.'s to reduce water requirement.

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- 5% active and 20% passive electric vehicle (EV) charging points which will be provided in each of the four plots.
- Power for charging electric bicycles within cycle storage shelters.
- 100% LED lighting internally and externally.

5.23 The application includes a Sustainability and Energy Strategy which provides further details of the scheme's green and low carbon credentials.

Phasing and Delivery of Development

5.24 In light of the hybrid nature of this development, and the formal description of the proposed development, which seeks to divide the development into four self-contained and severable plots, the proposed scheme will be developed in different phases as shown on the submitted Phasing Plans.

5.25 The first phase of development will be the earthworks activity associated with the whole site, including, not only the creation of the development platforms but also the early creation of the bunding on site. This will provide an opportunity for early implementation of the proposed landscaping and planting which will help secure early screening benefits and the filtering of views. This is described in further detail within the submitted Landscape and Visual Chapter of the ES and is referred to later in this statement.

5.26 Following the first phase of supporting infrastructure, which will provide a strong cohesion of elements to ensure a well planned development is achieved, the timing of subsequent phases and related reserved matters will be influenced by market forces and the requirements of end users. It is therefore important to ensure that suitably worded planning conditions are introduced to allow the four development plots to come forward independently.

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6.0 Planning Policy Context

- 6.1 The whole purpose and intention of the planning system is to enable the development of appropriate sites which are sustainable, as defined by the National Planning Policy Framework (the Framework or NPPF) and, in particular, paragraph 8.
- 6.2 The purpose of the planning system is to positively promote the spatial organisation of land in order to achieve long-term sustainable development. In the Planning Acts, ‘sustainable development’ means managing the use, development and protection of land, the built environment and natural resources. Indeed, planning is a vital means of securing the long-term wellbeing of our communities. It enables the efficient use of resources and infrastructure, with multiple benefits to society, the environment and the economy.
- 6.3 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that all planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Paragraph 2 of the Framework recognises the provisions of Section 38(6) stating:

“Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account when preparing the development plan and is material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements”

- 6.4 In this instance the Development Plan comprises:
- The Barnsley Local Plan – adopted January 2019
 - The Barnsley, Doncaster and Rotherham Joint Waste Plan – adopted March 2012
- 6.5 The site is not subject to any made Neighbourhood Plans.

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- 6.6 The revised NPPF confirms, at Paragraph 219, that existing policy should not be considered out of date simply because they were adopted or made prior to the publication of this revised Framework. Due weight can be given to policies according to their degree of consistency with the Framework (i.e. the closer the policies in the Development Plan to the policies in the Framework, the greater the weight that may be given.)
- 6.7 The correct approach to determining whether a proposal is in compliance with a Development Plan is uncontroversial:
- All the relevant policies should be identified.
 - An assessment should be made as to whether the proposal complies or not with each of those policies and the weight to be given to these;
 - The development plan must be read as a whole;
 - It must be recognised that separate policies within the same development plan can pull in different directions; and,
 - A development can conflict with one individual policy and still comply with the development plan as a whole.

The Development Plan

The Barnsley Local Plan

- 6.8 The Barnsley Local Plan was adopted in January 2019. The LPA conducted a Local Plan review which 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 substantial weight can be attached to the relevant policies and no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review due to take place in 2027.
- 6.9 Policy ES10 'Land South of Dearne Valley Parkway' is a site-specific policy which relates to the majority of the application site and promotes it for employment development. It states:

'The development will be subject to the production of a phased Masterplan Framework and will be expected to:

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Protect and enhance biodiversity value including possible impacts on the Golden Plover population and on the nearby Old Moor RSPB reserve and ensure that the development avoids impacts or incorporates effective mitigation measures. Any impact on the golden plover habitat will be expected to be mitigated by either;

- a. On-site creation of optimal agricultural conditions for fields to be retained; or
- b. Creating suitable compensation habitat for the species off-site but nearby.

Provide a contribution towards improvements to biodiversity within the Dearne Valley Green Heart Nature Improvement Area;

Include the creation of a habitat corridor (at least 8m in width) along Carr Dike and a sustainable drainage scheme to ensure that rainwater falling on the site is still able to drain into the Dike aiming to improve water quality;

Improve the highway network to mitigate the impact of additional traffic generated by the development on surrounding roads and in particular effects on the A635 and other strategic road links to the A1/M and M1 motorways;

Provide appropriate access to housing site reference HS51 from Billingley View through the south east corner of the site;

Retain the existing woodland and hedgerows on the site periphery;

Retain the section of hedgerow remaining in the north-west corner of the site;

Avoid locating any built development in Flood zones 2 and 3;

Safeguard the setting of the Billingley Conservation Area;

Give consideration to Carr Dike and the connecting unnamed ordinary watercourse which run through the site; and

Provide an air quality assessment to assess the impacts of traffic emissions within air quality management areas along the A635 and other strategic road links to the A1/M and M1. Any adverse impacts on air quality should be mitigated in accordance with policy AQ1.

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Archaeological remains are known to be present on this site. The site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.'

6.10 Any development proposals for the ES10 site will be subject to the principles contained within the Goldthorpe Masterplan Framework (as set out in the Local Plan site-specific policies). It confirms that its release is critical to support the Council's plans for long term economic growth in the Borough.

6.11 In the context of the proposal, reference is made to the following objectives set out in the Local Plan which are relevant:

- Objective 1: Provide opportunities for the creation of new jobs and the protection of existing jobs
- Objective 2: Improve the conditions in which people live, work, travel and take leisure
- Objective 4: Improve the design of development
- Objective 5: Achieve net gains in biodiversity

6.12 The relevant Local Plan policies for the purposes of assessing this application are as follows:

Policy SD1- Presumption in favour of Sustainable Development

Policy GD1 General Development

Policy LG2 The Location of Growth

Policy E1 Providing Strategic Employment Locations

Policy E2 The Distribution of New Employment Sites

Policy E3 Uses on Employment Land

Policy ES10 Land South of Dearne Valley Parkway

Policy HS51 Site to the west of Broadwater Estate – requires appropriate access from Billingley View through the southeast corner of site ES10

Policy T3 New Development and Sustainable Travel

Policy T4 New Development and Transport Safety

Policy T5 Reducing the Impact of Road Travel

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Policy D1 High Quality Design and Place Making

Policy LC1 Landscape Character

Policy HE1 The Historic Environment

Policy HE2 Heritage Statements and general application procedures

Policy HE6 Archaeology

Policy GI1 Green Infrastructure

Policy GS2 Green Ways and Public Rights of Way

Policy BIO1 Biodiversity and Geodiversity

Policy GB1 Protection of Green Belt

Policy CC1 Climate Change

Policy CC2 Sustainable Design and Construction

Policy CC3 Flood Risk

Policy CC4 Sustainable Drainage Systems (SuDS)

Policy RE1 Low Carbon and Renewable Energy

Policy CL1 Contaminated and Unstable Land

Policy Poll1 Pollution Control and Protection

Policy AQ1 Development in Air Quality Management Areas

Policy UT2 Utilities Safeguarding

Policy I1 Infrastructure and Planning Obligations

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Joint Waste Plan

- 6.13 The Joint Waste Plan was adopted in March 2012 and sets out the overall approach to managing waste across Barnsley, Doncaster and Rotherham over the next 15 years.
- 6.14 Policy WCS7 entitled 'Managing waste in all developments' seeks to ensure that development proposals reduce the amount of waste produced during construction and its lifetime, and re-use and recycle waste materials on site, where possible. All development proposals (excluding minor planning applications) will be expected to produce a Waste Management Plan as part of the planning application. The policy also covers the broader elements of resource efficiency and pollution prevention, such as waste collection and the effective sorting of waste material.
- 6.15 Development proposals will be expected to include measures to minimise the amount of waste used during construction and the lifetime of the project and re-use and recycle waste materials on site, wherever possible. For large-scale development proposals, waste minimisation issues should also be addressed through the Environmental Impact Assessment (EIA).

Other Material Policy Considerations

Revised National Planning Policy Framework (2023)

- 6.16 The Revised National Planning Policy Framework (NPPF) was published in September 2023 and Paragraph 218 confirms that these policies are material considerations that should be taken into account when dealing with applications from the day of its publication.
- 6.17 There are three objectives (Para 8) of sustainable development comprising the economic, social and environmental roles.
- 6.18 So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development. Paragraph 11 of the Framework identifies how this presumption is to be applied in making decisions on individual applications stating:
- 6.19 Paragraph 11 of the Framework identifies how this presumption is to be applied in making decisions on individual applications stating:-

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“For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date , granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed ; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”.

6.20 Beyond Chapter 4 of the Framework there are 13 topic areas (as well as Annex 1 and 2) which form the Framework document; those topic areas considered of relevance to this planning application are set out below:

6.21 Support for employment generating development is a strong theme within the NPPF. Paragraph 81 sets out that ‘significant weight’ should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

6.22 Paragraph 83 goes on to outline that planning decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries, and for storage and distribution operations at a variety of scales and in suitably accessible locations.

6.23 As small part of the site falls within the Green Belt and whilst it is not proposed to locate any buildings within this designation, regard has been given to the Framework at Section 13 as it deals with protecting Green Belt land.

6.24 The overriding message from the Framework is that planning authorities should plan positively for new development and approve all individual proposals wherever possible. In particular, they should approve proposals that accord with statutory plans without delay. The Framework proposes that planning permission should be granted where the plan is absent, silent, or where relevant policies are out of date.

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National Planning Practice Guidance

6.25 The Planning Practice Guidance (PPG) provides more detailed guidance on a range of matters relevant to this proposal.

6.26 The importance of logistics developments is acknowledged in the 'Housing and Economic Needs' section of the NPPG (Paragraph: 031 Reference ID: 2a-031-20190722), which states:

“The logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirements...

... Where a need for such facilities may exist, strategic policy-making authorities should collaborate with other authorities, infrastructure providers and other interests to identify the scale of need across the relevant market areas. This can be informed by engagement with logistics developers and occupiers to understand the changing nature of requirements in terms of the type, size and location of facilities, including the impact of new and emerging technologies”.

6.27 One of the key components of the Guidance is the issue of design, acknowledging that 'good quality design is an integral part of sustainable development'. The Guidance also offers practical guidance in relation to, amongst other things, flood risk, noise, public open space, transport, the natural and historic environment, viability and water supply.

Goldthorpe Masterplan Framework

6.28 The Local Plan is accompanied by several masterplan frameworks that provide an added layer of guidance to inform the development of the Barnsley's largest site allocations. Following a public consultation in January-March 2021, the Goldthorpe Masterplan Framework was published in September 2021 and provides guidance and design principles relating to the development of Employment Allocation ES10. The accompanying Design and Access Statement describes how the scheme accords with the principles contained within the Goldthorpe Masterplan Framework.

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Supplementary Planning Guidance

- 6.29 The LPA has adopted a series of Supplementary Planning Documents which provide supporting guidance and specific local policies and are a material consideration in the decision-making process. The relevant adopted SPDs are as follows:
- 6.30 **Trees and hedgerows** (adopted May 2019)– It supports Policy BIO1 (Biodiversity and Geodiversity) and offers guidance on how to deal with existing trees and hedgerows on development sites.
- 6.31 **Residential Amenity and the siting of buildings** (adopted May 2019)– It supports Policy D1 (High Quality Design and Place Making) and sets out the design principles that will apply to the consideration of planning applications for non-residential buildings in proximity to existing residential properties.
- 6.32 **Biodiversity and Geodiversity** (Adopted May 2019. A Revised Consultation Draft version was issued in July 2023) – It sets out how Local Plan Policies BIO1 (Biodiversity and Geodiversity) and GI1 (Green Infrastructure) will be applied. It also provides more specific detail about the Dearne Valley Nature Improvement Area.
- 6.33 **Planning Obligations** (Adopted November 2019)– It sets out priorities for S106 contributions, making it clear that where multiple developer contributions are required, sustainable travel will take precedence.
- 6.34 **Sustainable travel** (adopted July 2022)– It supplements Local Plan Policies T1 (Accessibility Priorities), T3 (New Development and Sustainable Travel) and I1 (Infrastructure and Planning Obligations) and seeks contributions for sustainable and active travel.
- 6.35 **Parking** (adopted November 2019)- It supplements Local Plan Policy T3 (New Development and Sustainable Travel) by setting out the parking standards that the LPA will apply to all new development.

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- 6.36 **Sustainable Construction and Climate Change Adaptation** (Adopted July 2023). . It sets out the Council's approach to planning decisions in respect of sustainable construction and adapting to climate change. It reflects the council's declared climate emergency (September 2019) and includes a requirement for Whole Life Carbon Assessment for major developments.

Barnsley 2030 Strategy

- 6.37 Barnsley 2030 was launched in June 2021 and sets out the Council's long-term vision for Barnsley and how the Board will work to achieve it. It provides a framework for the ambitions and actions of the Council and their partners working across the area.
- 6.38 A clear aspiration is to both retain and attract new people and businesses to the area, creating an inclusive and diverse community enriched with skills, knowledge and experiences.
- 6.39 In addition, the Board wishes to develop the following ambitions:
- **A Healthy Barnsley**- To ensure people are well which is the key to living great and happy lives.
 - **A Growing Barnsley** - Barnsley is open for business, maximising on its central location, excellent links to major road networks, digital connectivity and attractive local offer. It seeks to nurture commercial development and attract more high-quality jobs to boost its economy. Barnsley is known as a great place to invest, where businesses and organisations provide diverse and secure employment opportunities, contributing to an economy that benefits everyone.
 - **A Learning Barnsley** -Lifelong learning is promoted and encouraged, with an increase in opportunities that will enable people to get into, progress at and stay in work.
 - **A sustainable Barnsley** - People live in sustainable communities with reduced carbon emissions.

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National and Regional Freight and Logistics Strategies

Future of Freight: A Long Term Plan - June 2022 by the Department of Transport

- 6.40 This Future of Freight Plan is the Government's joint response to the challenges facing the freight and logistics sector. This strategy seeks to create a strong freight and logistics sector that is cost efficient, reliable, resilient, environmentally sustainable and valued by society. After consulting extensively with industry partners this plan has two themes that inform the delivery of the priority actions. A mutual focus on raising the status of freight and embedding a multi-modal approach to freight across government.
- 6.41 The Government are currently undertaking a Future of Freight Call for Evidence that runs to 6th October 2023 that ask respondents to provide case study examples that will inform/justify future national policy amendments that seeks to modernise the planning system and remedy the current failings in the way the planning system deals with the B8 sector.

Freight and Logistics Strategy - November 2022 Transport for the North

- 6.42 The strategy recognises that the freight and logistics sector is a key part of the North of England's economy, both today and in the future. It confirms that the sector represents a huge opportunity for the region and the aim of the strategy is to undertake an overarching analysis of freight requirements across road, rail, port and inland waterways in the Transport for the North (TfN) region, identify key constraints or challenges on the existing networks.
- 6.43 Working with partners, Government, delivery bodies and the industry, the following relevant objectives are identified:
- Support the planning and development of well-connected warehousing and consolidation sites.
 - Explore the benefits of regional freight consolidation and distribution networks;

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7.0 Planning Assessment

- 7.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 provides that planning applications are to be determined in accordance with the policies in the Development Plan unless other material considerations indicate otherwise. This section demonstrates that having regard to the key issues, the proposal represents a sustainable form of development which is generally in accordance with the relevant policies found within the Development Plan as a whole. It also shows there are also other material considerations, and these would create significant benefits that should be given weight in the overall planning balance.
- 7.2 This section of the report identifies the main planning considerations and provides an assessment of the planning merits of the case in support of the proposed development.

Principle of Development

- 7.3 Policy LG2 gives priority to development in principal towns within the district which includes Goldthorpe, Thurnscoe and Bolton on Dearne and encourages development in these specific locations to ensure the spatial strategy and objectives for the borough are achieved.
- 7.4 In terms of the underlying rationale to support and accelerate sustainable economic growth provision, the LPA recognise that Barnsley's economy is too small and needs to grow significantly if it is to fulfil its potential, benefit local people and maximise its contribution to the Leeds and Sheffield City Region economies. Therefore, the employment land allocations set out in the Local Plan seek to encourage indigenous business growth and attract inward investment, predominantly in the manufacturing and logistics sectors (paragraph 8.5 of the Local Plan). Policy E1 sets a requirement of 297 Ha to meet the development needs of existing and future industry and business up to 2033. This figure has been chosen to provide a choice of sites in accessible locations to meet the needs of businesses and their workforce and provide local communities with access to job opportunities.

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- 7.5 In terms of how new employment sites are distributed, Policy E2 confirms that Goldthorpe as a Principal Town will deliver 80.9 Ha of employment land and Site Allocation ES10 has been identified as part of the employment land supply to deliver the Council's economic growth objectives over the lifetime of the Local Plan, subject to being in line with the relevant site specific policy criteria.
- 7.6 Whilst the majority of the site comprises Barnsley Local Plan's ES10 employment allocation 'Land South of Dearne Valley Parkway', there is also a small part of the site that falls within the Green Belt immediately to the west of the allocation. This area will not be used for built form, but rather accommodate landscape and biodiversity mitigation and a sustainable drainage systems (SuDS) feature.
- 7.7 These features will not constitute 'inappropriate development' based on the definition contained in NPPF Paragraph 150 as it would fall under an exception of development. The LPA have agreed with this view during pre-application discussion as confirmed in their response letter of 22nd February 2023. This approach is in line with a number of recent decisions (see Appeals APP/R1038/W/22/3310461, APP/T3725/W/18/3206423 and the attenuation ponds at Hoyland granted under Planning Permission 2021/0637).
- 7.8 At Land between Green Lane and Upperthorpe Road, Westthorpe, Killamarsh (APP/R1038/W/22/3310461) the majority of the appeal site was allocated for residential development but within the Green Belt surface water attenuation basins were proposed. The inspector concluded (paragraph 12) that these works would preserve openness, both spatially and visually. He found that the presence of water in these basins, when required, in an area currently prone to flooding, would similarly preserve such openness. He also found that the attenuation basins would not conflict with the purposes of including land within the Green Belt as set out at paragraph 138 of the Framework.
- 7.9 By virtue of the nature of the construction of the basin associated with our development and its potential use, this engineering operation would not constitute unrestricted sprawl of the built-up area, or encroachment into the countryside, nor would it result in the merging of any neighbouring settlements. For this reason, the proposed development would not conflict with the Framework or the Local Plan Policy GB1 - Protection of Green Belt.

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Compliance with Policy ES10

- 7.10 The Application Site is specifically listed as an employment allocation in relation to Policy ES10 entitled 'Land South of Dearne Valley Parkway' which is identified, together with other allocations, to deliver the Council's objective of supporting economic growth, ensuring provision of sufficient land and premises for future economic growth, encouraging the transition from a low skill/low wage economy to a higher skills/higher wage economy, developing the Barnsley economy to meet local needs and to provide local job opportunities. Policy ES10 provides site-specific details against which planning applications will be determined and each criterion is examined below:

The development will be subject to the production of a phased Masterplan Framework

- 7.11 The LPA prepared the Goldthorpe Masterplan Framework which was approved in September 2021. This has been an important document in terms of shaping the scale and nature of the proposed development.
- 7.12 The underlying design elements proposed within the Goldthorpe Masterplan Framework have been informed by technical and environmental evidence based work undertaken at the time of preparation, as well as taking on board the views expressed through a formal public consultation process. The Design and Access Statement assesses the proposed development against the key design elements within the Masterplan Framework and it confirms the scheme is in compliance with all these requirements except in relation to Flood Risk consideration.
- 7.13 Following more detailed consideration of the proposed flood risk strategy, we consider there is an engineering solution that allows development to take place in Flood Zones 2 and 3 as a result of creating areas of flood compensation within the development. We have demonstrated that this approach would ensure the development is safe from flooding for its lifetime without increasing flood risk elsewhere.
- 7.14 Therefore, the applicant has taken full account of all the various design elements set out within the Masterplan Framework and the proposal accords with them.

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- 7.15 Section 7 of the Goldthorpe Masterplan deals with Infrastructure, Phasing and Delivery. One of the key principles confirms that, to assist and support the Goldthorpe Towns Fund, where feasible, the first phase of development should include a 50,000sq ft building for a separate developer to bring forward. The Masterplan suggests that this would be funded by the Goldthorpe Towns Fund.
- 7.16 Through the initial pre-application response we received from the BMBC, the lack of provision of a 50,000sq ft building in Phase One was considered to conflict with the Goldthorpe Masterplan. However, the applicant subsequently confirmed they had thoroughly investigated options to accommodate this provision, involving land within the site allocation, land north of the existing Aldi Regional Distribution Centre, as well as other allocations within Barnsley. None of these options were considered feasible locations to accommodate this provision. Furthermore, another material consideration to outweigh the lack of provision of a building of this size, is the ability of the applicant to demonstrate additionality as a result of a strong commitment to generating significant social value and benefits to local people through their ongoing discussions with Barnsley and Dearne Valley Colleges. This includes a commitment to Employment and Skills Plans as outlined in their Construction Phase Social Value Framework prepared by Fusion 21.
- 7.17 During the ongoing pre application enquiry, the applicant satisfactorily demonstrated that the below requirements suggested in the Goldthorpe Masterplan could be excluded based on this justification.

Protect and enhance biodiversity value including possible impacts on the Golden Plover population and on the nearby Old Moor RSPB reserve and ensure that the development avoids impacts or incorporates effective mitigation measures. Any impact on the golden plover habitat will be expected to be mitigated by either;

- a. On-site creation of optimal agricultural conditions for fields to be retained; or
- b. Creating suitable compensation habitat for the species off-site but nearby.

- 7.18 Initial surveys conducted by the LPA have not identified the presence of Golden Plover but a precautionary approach has been undertaken in terms of the additional site surveys and mitigation measures proposed.

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7.19 The more recent wintering bird survey undertaken in June 2023 has not revealed the presence of the Golden Plover so this species should not be identified as a constraint to be mitigated.

7.20 Given the proximity of Old Moor Nature Reserve the implications for habitat connectivity have been addressed through the application of Policy BIO1. In particular the Marsh Harrier are known to breed at this Nature Reserve and they were noted to predominately use habitats directly adjacent to Carr Dike particularly the western reach of the watercourse within the Site boundary. As a result of this finding the proposed Green Infrastructure associated with the development provides an enhance corridor to encourage the foraging characteristic of this bird.

Provide a contribution towards improvements to biodiversity within the Dearne Valley Green Heart Nature Improvement Area;

7.21 The proposed design and habitat creation measures meets the 10% Biodiversity Net Gains requirements and therefore make a significant contribution towards the Dearne Valley Green Heart Nature Improvement Area.

Include the creation of a habitat corridor (at least 8m in width) along Carr Dike and a sustainable drainage scheme to ensure that rainwater falling on the site is still able to drain into the Dike aiming to improve water quality;

7.22 The proposed layout shows that Carr Dike will be retained and a protected green habitat corridor has been created which ranges in width of between 30-50m and therefore far exceeds the 8m identified in the policy.

7.23 In accordance with the second part of this criterion, the proposal introduces a Sustainable Drainage system. Surface water runoff from roofs and external areas will be directed to the below ground gravity network, where it will join the wider private drainage network of carrier drains and will be attenuated prior to outfall, where it will discharge at a restricted rate of 1.4l/s/ha into the Carr Dike and its tributary.

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7.24 In terms of improving water quality, the primary pollution control measure for the infrastructure elements will be in the form of the proposed SuDS features for the wider private surface water network. This includes attenuation ponds, which will provide pollution control through filtration and settlement. From the calculations provided in the drainage strategy it confirms that the proposed SuDS systems will provide ample treatment capacity for Plots 2, 3 and 4. In terms of Plot 1, it is envisaged that providing catchpit and oil interceptor (proprietary treatment system) will effectively mitigate and remove the residual pollutant.

Improve the highway network to mitigate the impact of additional traffic generated by the development on surrounding roads and in particular effects on the A635 and other strategic road links to the A1/M and M1 motorways;

7.25 From a highway perspective and the traffic modelling work, the A635 and the local highway network in general is suitable for both existing and future traffic generation of the scale anticipated from our development without any off-site highway mitigation measures being required. At a strategic level it is also considered that no mitigation works are required to the A1(M) and the M1 Motorway.

7.26 In terms of the highway situation at Hickleton and Marr, there are already speed cameras in operation through these villages which ensure vehicles pass through these villages safely. However, whilst the TA has demonstrated that the addition of traffic associated with the proposed development in isolation would not have a significant impact on the future operation of the A635 / Red Hill Lane / Hickleton Road junction, to safely and efficiently accommodate traffic flows associated with the proposed development in combination with relevant planned and committed development, proposed changes to improve the junction have been discussed with both BMBC and CDC. The proposed changes to the junction include the realignment of Red Hill Lane to form a staggered arrangement (compared to the existing crossroads layout), and the provision of ghost-island right-turn facilities on the A635.

7.27 In addition, on 4 October 2023, the UK Government announced a vision for transport in the North of England which as part of a wide package of measures, identified funding to ensure delivery of road schemes in the North of England, including a 'A1-A19 Hickleton bypass'.

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- 7.28 Given the status of a potential A1-A19 Hickleton bypass and taking into account the assessment of A635/ Red Hill Lane/ Hickleton Road Junction it is proposed that the applicant will make a financial contribution commensurate with the impact of the development at the junction. to be used to facilitate either delivery of the identified scheme layout by CDC, or support CDC in delivering a bypass for Hickleton as part of the wider A19-A1 Hickleton bypass scheme identified by the 'Network North' vision.

Provide appropriate access to housing site reference HS51 from Billingley View through the south east corner of the site;

- 7.29 As confirmed in Section 5, which describes the development proposal, the proposed layout provides an adequate safeguarded area to facilitate the future delivery of an appropriate access arrangement to housing allocation HS51.

Retain the existing woodland and hedgerows on the site periphery;

- 7.30 The development has been designed around the retention of larger areas of existing tree cover, including tree cover along Carr Dike to provide maturity to the internal landscaping and screening between units, and around the site boundaries to maintain the current level of screening this provides to the site.
- 7.31 A mature group of sycamore trees situated along Carr Dike is the only high quality tree group recorded on the site (G15) and this has been shown as retained within the landscape buffer along Carr Dike, although a section would be impacted to allow for the creation of a vehicular crossing point over the dike.
- 7.32 There are a number of individual trees and tree groups of high, moderate and low quality situated centrally within the site that are either directly impacted by the proposed development or impacted by level changes necessary to implement the development which does not allow for their retention. However, these affects cause minimal harm in overall terms to the vegetation coverage on site.
- 7.33 It is considered that the proposals meet the objectives of this policy requirement through the retention of a high proportion of the existing tree cover along Carr Dike and around the site boundaries, as far as can be achieved, whilst delivering the scheme.

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Retain the section of hedgerow remaining in the north-west corner of the site;

- 7.34 As addressed above, the guidance of retaining the section of hedgerow remaining in the north west corner of the site has been followed. A high proportion of these hedgerows, particularly the higher quality specimens have been retained whilst delivering the scheme.

Avoid locating any built development in Flood zones 2 and 3;

- 7.35 The majority of the site is within Flood Zone 1 (Low Risk) however, mapping identifies a large extent of Flood Zone 2 (Medium Risk) and 3 (High Risk), extending within the site originating from Carr Dike in the north.

- 7.36 To allow commercially attractive development platforms to be created, the applicant has undertaken technical work to explore the feasibility of remodelling the site levels to form flood compensation areas. This alternative approach means that development can take place in areas currently designated as Flood Zones 2 and 3 but without causing flood risk implications.

Safeguard the setting of the Billingley Conservation Area;

- 7.37 The Goldthorpe Masterplan Framework highlights this matter confirming that consideration will need to be given to the impact of future development on long-distance views experienced from the north, especially those from Billingley Conservation Area.

- 7.38 Within the Goldthorpe Masterplan Framework, it is stated that: 'The impact of Site ES10 on the character and setting of the listed buildings and conservation area (in Billingley) were fully assessed as part of the Local Plan process during which the Local Plan Inspector concluded that the impact was acceptable.'

- 7.39 However, we have undertaken a detailed assessment of the relationship between the proposed development and this heritage asset through both Landscape and Visual Impact Assessment work and the Heritage Impact Assessment.

- 7.40 There is partial intervisibility between Billingley Conservation Area and the site, however views from Billingley towards the site comprise existing urban features including industrial buildings, former mining settlements, highways, and related infrastructure.

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- 7.41 The LVIA concludes that effects on visual amenity of residents at the eight dwellings on Flat Lane along the southern edge of Billingley Conservation Area are assessed as being 'Moderate Adverse' at completion. Whilst the assessment concludes that the development will introduce '*inharmonious features into these views*', it is only the upper limits of new employment buildings that are likely to be partially visible at a distance. The foreground and middle ground of the views will remain as arable land including additional dwellings on the southern edge of Billingley, which will be unaffected by the development.
- 7.42 The LVIA considers viewpoints at Year 15 of the development when the proposed woodland planting on the earth bunds along the edges of the site will have established. For views from the Conservation Area, it confirms that the mitigation planting and earth bunding will provide a good degree of softening and filtering.
- 7.43 From a heritage perspective the built heritage statement considered the contribution and impact of the site on the significance of the Conservation Area. Similar to the LVIA, it concludes that due to the topographical changes within the site and the surrounding area, the ability to discern the Conservation Area from within the site is limited. The views of the Conservation Area are generally only possible from the southern boundary and south-eastern corner of the site and it is only the south-western area comprising the buildings along Flat Lane that are appreciable; these are identified as being negative buildings within the Conservation Area in any event. As such, there is no ability to experience the distinctive character and appearance of the Conservation Area in views of the site.
- 7.44 Also, the visual separation of the site from the Conservation Area by virtue of the A635 and Billingley Green Lane means the site appears more closely associated with the urbanised qualities of Goldthorpe than the rural surroundings immediately to the south of the village.
- 7.45 The proposed development of the site will have no impact on the immediate rural surroundings of the Conservation Area and the agricultural character of the fields to either side of Billingley Green Lane, which forms the main approach to the Conservation Area to the south, will not be affected.

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- 7.46 The introduction of the proposed development within the site will result in the loss of part of the Conservation Area's setting that makes a minor contribution to its significance. However, this comprises only a negligible part of the total wider setting of the Conservation Area and will be experienced as part of the existing urbanising effects already present to the south, beyond the intervening fields.
- 7.47 In addition to the proposed landscaping works, to reduce the visual impact, there will be further opportunities at the detailed design stage to reduce the impact of the development on the Conservation Area through the appropriate elevational treatment of the buildings and the management of the associated environmental effects, such as light-spill.
- 7.48 It is therefore concluded that the proposed development of the site will safeguard the setting of Billingley Conservation Area after the application of mitigation measures. Weight against the proposal to its impact on the setting of the conservation area is considered as being less than substantial harm and in exercising the heritage balance outline in the NPPF this is outweighed by the harm being at the lower end of the spectrum, the proposed mitigation measures and the public benefits of the scheme.

Give consideration to Carr Dike and the connecting unnamed ordinary watercourse which run through the site;

- 7.49 As set out in response to other criteria above, the proposal seeks to preserve and enhance the environmental qualities associated with the water courses running through the site.
- 7.50 Carr Dike is considered within the BNG assessment as 'River Units'. The unnamed watercourses have also been considered – the northern section has been determined to be a dry ditch associated with a hedgerow and is considered in the River Units for BNG. The southern section (which connects to drainage within the adjacent Aldi site) is being considered as a drainage ditch and has been included within the BNG assessment.

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Provide an air quality assessment to assess the impacts of traffic emissions within air quality management areas along the A635 and other strategic road links to the A1/M and M1. Any adverse impacts on air quality should be mitigated in accordance with policy AQ1.

- 7.51 This matter was considered as part of the Scoping Opinion for the EIA process. Whilst the site is not within an AQMA (or in close proximity to an AQMA), the LPA was of the opinion that it needed to be scoped into the ES as the development would likely generate a significant quantum of additional journeys through Hickleton en route to the A1M. Hickleton which is within a designated AQMA, lies within Doncaster MBC boundary and therefore this constitutes cross boundary effects.
- 7.52 The applicant's Air Quality experts have considered the potential impacts of emissions from construction and operational road traffic associated with the Development on NO₂, PM₁₀ and PM_{2.5} concentrations at sensitive receptor locations adjacent to the impacted highways. This was based on a scope agreed with BMBC'S officers. The impacts of the construction and operational phases on the village of Hickleton have been assessed separately to the main and broader air quality impact assessment undertaken as an ES Chapter.
- 7.53 The air quality impacts of emissions from road traffic associated with the construction and operational phases of the Development are not considered significant. However, significant effects are predicted at a single property in Hickleton known as John O Gaunt.
- 7.54 In accordance with the Barnsley's Air Quality and Emissions, Good Practice Planning Guidance and as Hickleton lies within the City of Doncaster we have also had regard to their Air Quality Technical Planning Guidance (2022), a number of mitigation measures have been proposed within the Air Quality Assessment as the development is classified as 'Major' within this document. A pollution damage cost has been calculated to determine the level of mitigation compensation required to offset the impact of the Development and to pay for the mitigation measures that feature within the Council's PPG (ie Type 1, 2 and 3 measures).

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7.55 In addition, a specific damage cost for Hickleton has been calculated which would be used for air quality mitigation measures directly relating to the village. These would include the installation of a filtration system for the John O Gaunt property that will be secured via the Section 106 Agreement as reflected in the Draft Heads of Terms set out at section 8 of this statement. The remaining offsetting amount of the damage cost calculation will be offered for air quality measures within Hickleton, to be discussed with BMBC and CDC, and could include either a contribution towards an independent study (building on the initial emission study carried out by CDC) or a Highways Improvement Scheme, which will aid in reducing queuing and idling at the Hickleton Road and A635 junction, for example.

7.56 This collective package of air quality mitigation measures would ensure that the development complies with Policy AQ1 of the Local Plan.

Archaeological remains are known to be present on this site. The site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.

7.57 An archaeological desk-based assessment has been prepared as well as a geophysical Survey and Air Photo Assessment. The data shows there are 4 non-designated Heritage Assets located or partially located within the site as well as 3 assets immediately to the east. These mainly relate to the presence of coaxial 'brickwork' patterned field systems – typically of Roman date but possibly laid out in the Bronze Age or Iron Age. Excavations to the east of the site in advance of development (the Aldi site) revealed such field systems, as well as smaller enclosures and two Corn Dryers, dated to the Early Medieval Period.

7.58 The northern part of the study site, adjacent to the A635, was open cast quarried for near surface coal in the late 1940's. This was mostly confined to an area of outcropping coal and will have had an impact on any below ground archaeological remains.

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7.59 There is no suggestion that the site will contain any areas of archaeological remains that would constrain the delivery of new development. However, as a precautionary measure the applicant has agreed to undertake trial trenching outside of the areas quarried for coal in the 1940's in order to understand and confirm the location and significance of any archaeology that may be impacted by the development. This work will be undertaken during the determination period of the planning application, as agreed, through the pre application process and will be submitted for consideration prior to determination.

Compliance with Goldthorpe Masterplan Framework

7.60 In addition to the criteria found in Policy EC10, the Masterplan Framework identifies specific design elements relating to siting, building heights, appearance of the proposed built form, as well as sustainability construction standards. These are addressed within Section 6 of the Design and Access Statement to demonstrate compliance with the Masterplan Framework.

7.61 One of the design elements that feature in the Masterplan Framework is guidance regarding restricting the height of buildings. It confirms that buildings should not exceed 15m to the highest point where the footprint is 20,000sqm or less and should not exceed 18m to the highest point where footprints are over 20,000sqm. We have reluctantly reduced the height to a maximum of 18m for all buildings during the course of our pre application discussions, but the market signals suggest provision should be made for higher buildings and this is justified below as part of examining the economic role of the development in the context of achieve a sustainable development.

Summary

7.62 The development has been designed in accordance with the site requirements set out within Policy EC10 and the design elements found within the Goldthorpe Masterplan Framework. Together with appropriate mitigation measures, acceptable levels of impact can be achieved which address the main concerns that have been identified.

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Applying The Presumption in Favour of Sustainable Development

- 7.63 At the heart of the Framework is the presumption in favour of sustainable development, which should be at the heart of the plan-making and decision taking. This is the overarching consideration laid out in Government policy. The Framework confirms the presumption in favour of sustainable development applies when determining development proposals and this is a final ‘other material consideration’ in the decision making process.
- 7.64 There are three dimensions to sustainable development: economic, social and environmental. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
- 7.65 The consideration of whether a development proposal represents sustainable development is a question unaffected by whether it accords with policies in an up-to-date Development Plan. The determination of whether a proposal represents sustainable development is a planning judgment based upon the criteria set out in the Framework.
- 7.66 However, Policy SD1 of the Local Plan also confirms that when considering development proposals the LPA will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and they will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 7.67 Whilst the starting point for decision making is the development plan, the presumption in favour of sustainable development always applies and feeds into the planning balance. Consequently, it is necessary to consider the proposals against the three dimensions of sustainable development.

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Economic Role

General Remarks

- 7.68 The proposals will make a direct and positive contribution towards the NPPF's objective of building a strong and competitive economy and the local policies focused on delivering economic prosperity.
- 7.69 This application will facilitate substantial economic investment in the Barnsley economy and is intended to attract new businesses to the area and/or provide space for existing businesses keen to expand or grow.
- 7.70 Newlands developments are a specialist industrial and logistics developer operating across the UK. They develop bespoke high quality employment buildings to meet the needs of occupiers and employers investing in infrastructure needed to facilitate the development up front in the construction process.
- 7.71 The proposal is for new high quality employment facilities. It is estimated that the gross on site employment in connection with the proposed development could generate around £166.1 million in gross GVA annually and up to approximately 3,282 (gross) FTE Jobs. The proposed development represents a significant investment that could assist in attracting further inward investment and result in additional local business and economic growth.
- 7.72 The proposed development would make a substantial contribution to the economic aspirations of Barnsley, as required by local planning policies. The delivery of new operational jobs on site, plus construction employment and indirect employment created following the investment is significant at the local level and would create benefits to the wider economy in accordance with Objective No 1 of the local plan.
- 7.73 It is well established that logistics is a strong and resilient sector, and we refer to the following industrial reports which demonstrate it plays a key part in the national and regional economy:
- BPF / Savills (January 2022) 'Levelling Up: The Logic of Logistics'.
 - Newlands (February 2022) 'The Value of Logistics'.
 - DfT (June 2022) 'Future of Freight: A Long Term Plan'

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- Frontier Economics & Amazon (June 2022) 'The Impact of Logistics Sites In The UK'.

7.74 These reports call for the planning system to support the continued delivery of logistics to floorspace to effectively function as demand continues to grow.

Market for Industrial and Logistics Buildings

- 7.75 Evidence submitted in the Economic and Market assessment by (now Stantec) highlights the significant undersupply of new sites suitable for accommodating strategic distribution and logistics buildings across South Yorkshire, which is being proactively addressed by the policies and allocations of the development plan. The assessment confirms there is significant market demand and unsatisfied requirements from a number of occupiers seeking large buildings.
- 7.76 As set out within the submitted Stantec report, many of the committed or approved sites are delivering smaller units well below the average size of buildings required by many distribution and logistics operators. Much of the emerging and consented supply will not meet the requirements of many operators and occupiers who are seeking larger buildings (300,000 square feet (C.27,870 sq m) and above). On this basis, the shortage of suitable strategic land and the scale of demand are significant and additional sites are urgently needed.
- 7.77 The Economic and Market assessment identifies a number of existing and approved schemes where smaller units are being delivered and underlines the severity of the shortage in the supply of new sites particularly for modern logistics and distribution operations. The report also provides a detailed assessment of the context regarding employment land supply, market need and market demand.
- 7.78 This captures the 'perfect storm' of increasing demand for increasingly large buildings with a sustained period of uptake across South Yorkshire and an ever decreasing supply of available strategic sites capable of accommodating the needs of the logistics sector. In this context, the application site is needed to meet some of the unmet needs and without an immediate response there is a risk that this investment opportunity will be lost to other logistics locations.

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- 7.79 Stantec conclude that the net absorption and deliveries in the South Yorkshire Market Area are sub optimal in absolute and relative terms (as a percentage of the industrial floorspace inventory). The availability rate fell below 8% in 2014 and remains significantly below 8% as of 2023 Q1 to date, implying that demand is suppressed by a lack of available supply. Stantec's findings reveal that over the last ten years (2014 to 2023 inclusive), actual demand for industrial floorspace amounted to 261,620 sqm per annum (262,000 sqm rounded). Examined in isolation, actual demand for floorspace in large industrial and logistics units (>9,300 sqm or 100,000 sq ft) amounts to 218,402 sqm per annum (218,000 sqm rounded) across South Yorkshire.
- 7.80 Demand observed over the last 10 years is typically a reasonable and balanced basis for forecasting future floorspace demand. A trend rate of demand for 262,000 sqm of industrial floorspace per annum, projected over the next 15 years, results in a need for 3.4m sqm in total and a requirement for 981 ha of industrial land (assuming a 40% plot ratio) for South Yorkshire. This evidence confirms that it is vitally important to develop this allocated employment site, as quickly and efficiently as possible in response to market demands, in order to improve the supply of good quality commercial premises.
- 7.81 The other trend that is addressed within Stantec's Land and Requirement, Labour and Economic Benefits report is in relation to the increased demand for higher eaves for commercial buildings. Increasing building height adds operating volume more efficiently than 'building out' and optimises the efficient use of land. Enquiries in the market that BMBC's Enterprising Barnsley's Inward Investment Team and partner agents have recorded since the 1st January 2022 – August 2022 reveal that high bay is required by a large number of would be investors.
- 7.82 Whilst the average eaves height requirement recorded by Enterprising Barnsley is 17.8m (inward investor) and 19m (indigenous), Stantec note a significant number of enquires (23) for buildings with an eaves height of 20m or greater. Thus, there is an expectation by Stantec that sites that are capable of accommodating such large footprint buildings, to also offer the greatest eaves heights in recognition of market requirements and to maximise the likelihood of attracting high value inward investment opportunities and all the benefits that come with it.

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7.83 Stantec illustrate the efficiency gains of such high bay requirements with the following example. A 500,000 sq ft requirement with an eaves height of 15m offers about 66% more operating space (assuming operations / racking to eaves height) than a 15m high 300,000 sq ft building (c28,000 sqm). Raise the height of the 500,000 sq ft building to 25m and 170% more operating space is realised.

7.84 In addition, Enterprising Barnsley conclude the following in their ES10 - Goldthorpe Eaves Height Report which can be found in Appendix 1:

- A significant number of enquiries (60%) and future employment opportunities will be lost by the current eaves height restrictions.
- The successful ability to retain growing indigenous companies and the ability to compete regionally and nationally for inward investment is at risk.
- Requirement demand for increased volume is a high priority for expanding indigenous companies on their existing sites and those looking for new sites.
- They are rapidly running out of key employment sites and the restrictions in place at other sites means that if ES10- Goldthorpe does not provide greater flexibility, there is a lack of alternatives for attracting this type of investment and the benefits that accrue from it.

7.85 The competitive advantage for Barnsley MBC, over other areas for investment, relies on it having a range of sites and premises that meet occupiers' requirements. Without having a complementary range of sites that continue to offer specific occupier requirements, the likelihood is that this trend will be reversed, and Barnsley will fail to attract key inward investors.

7.86 Irrespective of this strong market evidence provided by Stantec and Enterprising Barnsley, and in the absence of an identified occupier, Newlands have reluctantly agreed to apply for a height parameter that aligns with the Goldthorpe Masterplan Framework following detailed and ongoing engagement with BMBC officers.

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Labour Supply

7.87 The local area (Dearne Towns) includes a significant number (1,000) of unemployed residents who are immediately available *and* a significant number (2,600) of economically inactive residents who want to work, for whom the logistics jobs created could deliver real social value.

7.88 Planned housing growth across South Yorkshire will enable continued population and labour supply growth, where labour market characteristics are suited to a proposed development that will deliver good quality employment opportunities and can be expected to realise the economic benefits summarised below.

Economic Benefits

7.89 In summary, the key economic benefits of the development that are identified in the Land Requirement, Labour Supply and Economic Benefits Report include the following:

Construction Phase

- Approximately 1,349 direct construction jobs could be supported each month over the assumed construction programme. 715 of these would provide employment for BMBC residents.
- a further 1,585 indirect jobs could be supported per month over the construction period.
- the combined direct and indirect construction job GVA equates to approximately £243m over the construction period.

Operational Phase – (Assuming Floorspace split of 30% Class B2 and 70% Class B8)

- 3,282 FTE gross direct jobs accommodated on site by the mix of Class B8 and Class B2 uses could generate a total GVA of approximately £166.1m per annum.
- the GVA for Dearne Towns is approximately £143.0m per annum. In respect of Barnsley MBC, the equivalent value is £210.5m per annum, and for South Yorkshire it is £271.4m.

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- it is estimated that the Proposed Development could generate approximately £3.7 to £4.0m per annum in business rates.
- local construction and operational skills and training initiatives.

7.90 For comparison purposes, the Stantec report has also modelled the economic benefits based on a development scheme being for Class B8 uses only and whilst the figures are marginally less, the scheme continues to perform well both in terms of the number of jobs created and the economic output that would be generated.

7.91 In line with NPPF Paragraph 81, these strong economic factors should be given significant weight in the overall planning balance when assessing this proposal.

Social Role

Training and Education

7.92 In addition to the proposed development creating up to 3,282 jobs which will provide opportunities for employment across a range of roles and occupations, through an appropriately worded planning condition, the applicant will ensure that during the construction phase of development a scheme will be implemented to encourage the use of local labour and supply chains, as well as a training commitment for all employees on site.

7.93 The applicants have commissioned a Construction Phase Social Value Framework report by Fusion21 to ensure the proposed development will have a positive socio-economic impact across Goldthorpe and the wider South Yorkshire Region in response to national, regional and local policy objectives.

Health and Wellbeing

7.94 The Health Impact Assessment which accompanies this application concludes that the development will lead to several positive health impacts.

7.95 The proposed development incorporates improvements to pedestrian and cycle links to the urban areas of Goldthorpe and Bolton on Dearne. This will promote healthy communities by providing new public access and recreational routes to new open space areas.

Promoting Inclusive and Sustainable Accessibility

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- 7.96 There are good opportunities for pedestrian and cycle travel to the site with residential areas within walking and cycling distance and appropriate improved infrastructure provided as part of this scheme connecting with Goldthorpe and Bolton on Dearne. The integration of good cycle and pedestrian connections accords with Policy T3 in the Local Plan.
- 7.97 The site benefits from good levels of public transport connectivity, with the closest bus stop positions immediately to the north of the site on the A635, linking the site to Barnsley and Doncaster Town Centres.
- 7.98 It is therefore considered that the site is in an accessible and sustainable location, with opportunities for employees and visitors to travel by non-car modes, where appropriate, and a Travel Plan will help deliver these modes of travel.

Environmental Role

- 7.99 The environmental dimension of sustainability is concerned with protecting and enhancing our natural, built and historic environment.
- 7.100 This planning application is supported by a number of environmental and technical documents some of which are incorporated into an ES, the scope of which was agreed with the LPA during the pre-application stage, as well as other background information as stated below. These collectively demonstrate that generally, any harm would be limited in nature and adverse impacts can be easily mitigated either through the introduction of design elements to the proposal or the imposition of suitably worded planning conditions. This section below summarises key points from the ES, which considers in detail the likely effects on the environment.

Landscape and Visual Impact

- 7.101 The LVIA confirms that significant residual landscape and visual effects are identified in the longer term (15 years and beyond). The local landscape has capacity to absorb change through the introduction of the development as a result of both the site location and relationship with key receptors but also due to the proposed mitigation and design features.

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7.102 This includes the comprehensive green infrastructure proposed (equating to over 40% of the site area), earthworks and level changes within the site, including earth bunding on the site boundaries with proposed woodland planting which range in height from 3m -10m above the proposed new ground level within the site. Combined with on site landscaping proposals, these measures would substantially screen and filter views of the site. This approach is in accordance with Policies GD1 and ES10 of the Local Plan.

7.103 The proposed development will inevitably change the character of the landscape locally with the introduction of new employment buildings. There will, however, be some beneficial landscape effects through the green infrastructure proposals, including tree planting, habitat creation and SuDs.

Access and Impact on the Highway Network

7.104 The Transport Assessment has considered the potential traffic impact of the proposed development and concludes that the proposals are in accordance with the statutory development plan and other material considerations.

7.105 The development site is in a location which is accessible by a range of transport modes, ensuring sustainable access. The submitted Travel Plan identifies that the site benefits from good existing walking and cycling links. The site is also accessible by bus, with the closest bus stop adjacent to the site access which has regular bus services.

7.106 Parking has also taken into account the Parking SPD.

7.107 Overall, the Transport Assessment concludes that the proposals will not have an adverse impact on the capacity of the highway network. The number of collisions occurring at the junctions comprising the study highway network is considered to be relatively low and the vast majority of collisions occurred for reasons indicative of driver error.

7.108 The approved site access roundabout that is under construction can satisfactorily accommodate traffic associated with the proposed development.

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- 7.109 In terms of highway mitigation measures changes to the A635 / Red Hill Lane / Hickleton Road junction are identified to safely and efficiently accommodate traffic flows associated with the proposed development in combination with relevant planned and committed development. It is therefore proposed that the applicant will make a financial contribution commensurate with the impact of the development at the junction, to be used to facilitate either delivery of the identified scheme layout by CDC, or alternatively support CDC in delivering a bypass for Hickleton as part of the wider A19-A1 Hickleton bypass scheme identified by the 'Network North' vision.
- 7.110 The proposed development is not predicted to have a significant impact on the future operation of the remaining junctions assessed.
- 7.111 The proposed development therefore accords with Policies T3 and T4 of the Local Plan, as well as the NPPF.

Noise

- 7.112 The site's location and relationship with receptors generally limits the potential for significant adverse effects. Whilst distance between the site and the vast majority of receptors is a mitigating factor, a range of embedded and other measures also help to mitigate the likely effects from potential noise disturbance. These include the bunding proposed around the site, acoustic fencing and level changes within the site which will provide beneficial screening of potential noise affects from the more sensitive receptors such as Rose Valley Cottage and Woodbine Cottage to the north west, the residential properties at Billingley View in the south eastern corner and the proposed residential allocations HS44 and HS51 beyond the east and south boundaries respectively.
- 7.113 In terms of Housing Allocations HS44 and HS51 we would also expect a requirement for the developers promoting these schemes to incorporate reasonable design and noise mitigation measures as well in line with the principles of 'Agent of Change' (NPPF Paragraph 187).

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7.114 The noise assessment has concluded no significant adverse effects have been identified from either construction activity or construction traffic noise. Therefore, no additional mitigation measures are required during this period other than the measures to manage and mitigate construction noise that are included in the CEMP Framework that has been submitted with the planning application.

7.115 Despite the generally high background noise levels from the A635, a package of measures is proposed to ensure that both Rose Valley Cottage and Woodbine Cottage located to the North West of the site will not experience significant adverse residual effects during the night time period as a result of the proposed operation of the development either from road traffic noise or on site HGV activities. These measures comprise:

- The 5m acoustic fence to the north of Zone 1 and the peripheral bund around this operational area.
- Install noise insulation (e.g., enhanced glazing and alternative methods of providing ventilation in relevant habitable rooms).

7.116 Highfield House located the north west of Hollygrove Roundabout has also been identified as having a significant noise impact during the night time period as a result of the proposed development. As the occupants and owner of the house are also a landowner of the application site, we have agreed a separate legal contract with them to provide the reasonable funding required for the installation of suitable noise Insulation measures.

7.117 Based on the assumed operational traffic levels, the noise modelling assessment predicts that traffic noise during the night time period on the local network through Hickleton would also have a potentially adverse effect on certain properties. We are proposing that the identified premises that are affected by this impact would also be offered access to a fund to allow noise insulation measures to be installed. This would be typically glazing with a higher acoustic performance and/or an alternative means of ventilation to openable windows. These proposed mitigation measures would ensure any environmental effects can be reduced to an acceptable level.

7.118 Due to the hybrid nature of this application, it is envisaged that further noise survey work would be undertaken at the Reserved Matters application stage.

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7.119 Based on the noise assessment and the proposed mitigation measures, the development would comply with Policy Poll1 of the Local Plan, with no identified noise constraints.

Air Quality

7.120 An Air Quality Assessment has been prepared as part of this planning application. The air quality assessment has considered the potential impacts associated with both the construction phase and operational phase of the proposed scheme in line with the appropriate guidance published by the Institute for Air Quality Management (IAQM).

7.121 The site is not included within an Air Quality Management Area (AQMA). However, as discussed above in terms of addressing Policy ES10, one of the criteria requires a detailed AQA of the impacts associated with traffic utilising the A635 and other strategic road links to the A1(M) and M1. As Hickleton falls within a designated AQMA and development would likely generate, during both the construction and the operational stage, a quantum of additional journeys through Hickleton en route to the A1M, a separate Air Quality Assessment was undertaken to specifically assess impact. The conclusion of both the construction and operational impact of the development are outlined above and set out in the accompanying Environmental Statement.

7.122 In terms of the broader qualitative assessment the potential impacts on local air quality from construction activities confirms there is a low risk of impact associated with dust and particulate matter emissions due to construction activities. This will be further reduced through good site practice and mitigation measures, secured through plot-specific Construction and Environmental Management Plans (CEMPs) that will accord with the submitted CEMP Framework.

7.123 A quantitative assessment of the potential impacts of the operational phase of the proposed scheme on sensitive human receptors was undertaken. The results show that the proposed scheme would not result in any exceedances of the annual mean pollutant objectives in any of the modelled scenarios with the exception of a single property within Hickleton.

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7.124 In conclusion, one individual receptor at Hickleton would experience an adverse impact but, it is considered that this can be effectively controlled and minimised using the appropriate mitigation and management measures detailed within the submitted Air Quality Assessment and addressed in our S106 Heads of Terms below. Such mitigation measures will ensure any environmental effects can be reduced to an acceptable level.

7.125 In addition, Individual air quality plans for each plot will be secured via condition as set out in the ES.

7.126 Based on the assessment results, the application site is suitable for its proposed land use and will comply with Policy AQ1 of the Local Plan, the Climate Change SPD and National Planning Policy Framework, with no identified air quality constraints.

Ecology and Biodiversity

7.127 Through embedded mitigation, including avoidance measures, best practice construction management and substantial green infrastructure creation, the proposed development represents an opportunity to provide significant on site biodiversity benefits.

7.128 As previously set out, there are dedicated areas for the provision of biodiversity net gains which are incorporated into the proposals. The BNG assessment completed for this site demonstrates that the creation and appropriate management of natural habitats would lead to a 10% gain.

7.129 The approach to delivering BNG is based on Natural England's biodiversity metric 3.1 which quantifies the predicted net change in biodiversity value. This metric is not the most recent, but we have received confirmation from the Council's ecologist that it is acceptable to continue to use it for the purposes of assessing this planning application.

7.130 The site largely comprises managed arable land with some trees, hedgerows and water courses. As such, the habitat on site is generally classified as being of moderate to poor quality although it is in reasonably close proximity to designated Old Moor Wetlands/ Bolton Ings SSSI and the RSPB's Dearne Valley Reserve.

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- 7.131 A number of ecological surveys have been undertaken on the site over an extended period of time and these demonstrate that the site is likely to be used as a wider dispersal and foraging area by birds using RSPB Old Moor and the other Dearne Valley wetlands. This work has informed the layout of the proposal and areas of significant ecological value have been retained within the design of the green and blue infrastructure particularly Carr Dike and the unnamed water course running through the site. Where this has not been possible, ecological mitigation and compensation measures, including the provision of habitat creation around the SuDs detention areas, have been introduced.
- 7.132 The approach to protecting and enhancing biodiversity accords with both Policy GI1, Policy BIO1 and the Biodiversity and Geodiversity SPD.

Lighting

- 7.133 Through the sensitive, best practice approach to lighting design, the site will have no significant effects on off site receptors. Light spill and obtrusive lighting effects will be removed by the approach proposed to the orientation, height and specification of lighting installed on site.
- 7.134 British standards are to be followed through best practice and guidance with regard to ecological features and species (such as bats) to prevent significant effects.
- 7.135 The development would not result in an increase in lighting levels that would have an unacceptable affect or cause a nuisance to the natural and built environment and so would comply with Policy Poll1 of the Local Plan.

Arboricultural

- 7.136 The Arboricultural Impact Assessment presents the results of an assessment of the existing trees arboricultural value, based on their current condition and quality and provide an assessment of impact arising from the proposed development of the site.
- 7.137 The development has been designed around the retention of larger areas of existing tree cover, including tree cover along Carr Dike to provide maturity to the internal landscaping and screening between units, and around the site boundaries to maintain the current level of screening this provides to the site.

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- 7.138 Tree protection measures will be used throughout construction, including the use of tree protection fences.
- 7.139 Four hedges within the site meet the criteria for consideration as historic hedges under the Hedgerow Regulations. These will be removed resulting in an adverse effect of moderate significance as recognised in the Heritage Chapter of the ES. Whilst no mitigation is possible, the package of enhanced landscape mitigation measures across the site would compensate for the loss of these hedgerows.
- 7.140 It is considered that the proposals meet the objectives of Policy BIO1, through the retention of a high proportion of the existing tree cover along Carr Dike and around the site boundaries, as far as can be achieved, whilst also delivering the scheme. New native species planting to include trees and hedgerows will mitigate for the loss of existing flora.

Ground Conditions

- 7.141 A Ground Condition Desk Study has been prepared by Hydrock and the preliminary geo environmental conclusion is that overall risk from land contamination at the site is considered to be low to moderate for a redeveloped site but would need to be confirmed by appropriate intrusive investigation, testing and assessment of the results of the investigation. With this in mind, the applicants have commissioned a Phase 2 study which will commence shortly.
- 7.142 Geological mapping indicates that the entire area of the former opencast site comprises 'Infilled Deposits' within the northern half of the site. Hydrock have prepared a Coal mining Risk Assessment which identifies and assesses the risks to the proposed development from the coal mining legacy. It sets out appropriate mitigation measures to address the coal mining legacy issues, including any necessary remedial works and/or demonstrates how coal mining issues will influence the proposed development. The works demonstrate that the application site is, or can be made safe and stable, to meet the requirements of National Planning Policy and Policy CL1 of the Local Plan with regard to development on unstable land.

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7.143A Soil and Agricultural Quality Assessment has been undertaken and it shows that 12% of the land is Grade 2 but the majority (85%) is either Graded 3a or 3b with the remaining 3% classified as 'other'. The majority of the site does not constitute the best and most versatile agricultural land and as the site is allocated this issue was assessed as part of a wider consideration. Therefore, this proposal accords with the National Policy in terms of directing development to poorer quality land.

Flood Risk and Drainage

7.144 The majority of the site falls within Flood Zone 1 and is therefore at low risk from flooding. However, the north of the site falls within Flood Zones 2 and 3 and so considered to be at higher risk of flooding from fluvial sources (i.e. rivers and streams).

7.145A proposed engineering solution allows development to take place in the Flood Zones 2 and 3 areas as a result of creating areas of flood compensation elsewhere within the development. We have demonstrated that this approach would ensure the development is safe from flooding for its lifetime without increasing flood risk elsewhere.

7.146 In terms of applying the Sustainable Drainage Hierarchy approach, the area will be subject to large scale earthworks which will alter the ground permeability, and, on this basis, infiltration is unlikely to be feasible. Therefore, it is intended to hold and then discharge surface water from the development at greenfield run off rates into the Carr Dike and its tributary located on site.

7.147 In relation to the proposed surface water drainage network, the original proposal of the Masterplan Framework was to route all surface water to a large balancing pond off site to the west of the site, which would discharge into Carr Dike. However, upon further reflection this approach is neither practical nor cost effective.

7.148 To avoid the complications with crossing Carr Dike and reducing the distance the surface water would need to be conveyed within pipes, the solution proposed by Hydrock provides an alternative approach for smaller attenuation features within the site much closer to source. This approach allows for more flexibility in the phasing of the development, as well as generating other benefits, for example, reducing the amount of work needed in proximity to the SSSI.

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- 7.149 The proposed drainage system will be a managed gravity system with a flow control set at a permissible discharge rate of 1.4l/s/ha into the Carr Dike and its tributary. The attenuation volumes to be provided have been designed to ensure that surface water runoff for storm events up to and including the 100 year storm plus a 40% allowance for climate change, can be contained within the site safely without causing a risk of flooding to property.
- 7.150 The proposed development is sustainable in terms of flood risk and complies with the requirement set out in policies within the NPPF, PPG and Local Plan.

Historic Environment

- 7.151 There is a statutory duty on the LPA to consider designated heritage assets under the Planning (Listed Buildings and Conservation Areas) Act 1990 and the NPPF places 'great weight' on conservation of assets. There are no designated assets within the site, but the assessment has considered the relationship with the nearby designated assets including the Conservation Area at Billingley, seven Grade II Listed Buildings located within 1Km in the surround area as well as historic hedgerows under the Hedgerow Regulations.
- 7.152 The development will have minor adverse effects upon these assets as a result of visual change in its setting and equates to less than substantial harm at the low end of the spectrum in the terms of applying the NPPF. This level of harm is outweighed by the collective public benefits of the proposal outlined elsewhere within this statement and no mitigation beyond that incorporated in the design is proposed. Therefore, the balancing exercise under paragraph 202 of the Framework is therefore favourable to the proposal.
- 7.153 The archaeological baseline study has recorded elements of an extensive Iron Age/Romano-British field system and associated features within the Site. In addition, there is high potential for as yet unrecorded archaeology of Early Prehistoric or Early Medieval date to be present. Through a programme of trial trenching, a full understanding of the site's importance for archaeology will be established. All findings will be recorded and evaluated in accordance with an agreed methodology and best practice approved by BMBC's Archaeological advisor.

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7.154 The results of the assessment of the site, and its relationship with historic features of assets with mitigation in place satisfy the requirements of Policy HE1 of the Local Plan and also accords with the NPPF policies regarding the historic environment.

Good Design

7.155 Policy GD1 of the Local Plan, and Paragraph 126 of the Framework, emphasises that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. “Good design is a key aspect of sustainable development...”

7.156 Paragraph 130 goes on to outline the specific elements that should be taken into account in decisions to ensure good design.

7.157 The Application submission includes a Design and Access Statement that sets out in detail the context to the proposals, the impact of site constraints, the design evolution process and an explanation of the proposed layout, scale, landscaping and appearance.

7.158 The buildings will adopt consistent design themes and treatments to present a cohesive appearance. At the reserved matter stage this would include an appropriate colouring strategy for the elevations of the buildings to help limit the visual effects and ensure sympathetic views of the buildings against their surrounding context. However, at this stage in the process we have provided an assessment of different colour schemes within the DAS and are shown on the illustrative CGI images. We would be happy to accept a suitably worded planning condition to deal with this matter.

7.159 Bearing in mind the nature of the application being part outline and part full, care has been taken in the design of the layout to ensure that the scheme will meet the criteria set out at Paragraph 130 of the Framework, as well as those found in Policy GD1.

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Approach to Energy Efficiency

- 7.160 The Whole Life Carbon Assessment Framework, identifies that the proposed development will improve the sustainability and environmental performance of the built environment by increasing energy efficiency, reducing CO2 emissions, generating energy services efficiently and implementing building integrated Low or Zero Carbon (LZC) technology when compared to a traditional equivalent scheme.
- 7.161 The proposed development will also target the BREEAM Excellent accreditation and include a range of measures and design features to respond to the climate change and emerging 'net zero' agenda.
- 7.162 The report demonstrates how the proposed scheme meets the energy and sustainability policies of Barnsley Council's current adopted Local Plan (particularly policies CC1 and CC2) and the adopted 'Climate Change Adaption' SPD, by achieving a predicted reduction in regulated CO2 emissions through the use of energy efficiency measures and renewable energy generation.

Construction

- 7.163 In order to ensure that impacts upon the environment and amenity are reduced during the construction works, an initial Construction Environmental Management Plan Framework (CEMPF) (incorporating Site Waste Management Plan) for the remediation, site clearance and infrastructure phases has been prepared by Goddard and Sons and submitted as part of this planning application.
- 7.164 This is in accordance with Policy WCS7 of the Joint Waste Local Plan, which requires that all new buildings must be designed to reduce emissions of greenhouse gases and function in a changing climate and promoting recycling, during both construction and occupation.

Waste Management

- 7.165 A Site Waste Management Framework Plan (SWMFP) has been prepared and sets out the overarching principles that will be adopted during the construction of the development. A key purpose of the SWMFP is to record and manage how waste is reduced, reused, recycled and disposed of on the development site.

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- 7.166 Before a contractor commences works on any component of the development, they will be required to have prepared a detailed Site Waste Management Plan (SWMP) and obtained the Project Manager's approval of the Plan. The appointed contractor would demonstrate that their waste management proposals are compliant with all appropriate legislation.
- 7.167 The control and management of operational waste arising from the specific occupiers of the development will be addressed as part of their reserved matters application.
- 7.168 The approach outlined above will ensure that waste is minimised in accordance with Policy GD1 of the Local Plan and Policy WCS7 of the Joint Waste Local Plan.

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8.0 S106 Heads of Terms Overview

8.1 The National Planning Policy Framework (NPPF) at Paragraph 57 confirms that planning obligations should only be sought where they meet the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

8.2 In this respect the Council must be satisfied in reaching a decision on this application that the planning obligations meet the above tests.

8.3 Prior to submission of the planning application, we have been involved with detailed discussions and negotiations with both BMBC and the adjoining local authority of City of Doncaster Council (CDC) regarding a reasonable package of mitigation measures required to address the likely impacts of the development based on the results of the technical assessment work undertaken.

8.4 A summary table of the key components of the Heads of Terms is outlined in Appendix 2. These represent the applicants positions on a without prejudice basis and at the time of submission. All contribution figures quoted would be subject to further verification and would also be index linked. It also provides contact details of the applicants.

8.5 To be clear, all other measures and provisions associated with the development would be dealt with and controlled via suitable worded planning conditions or are embedded in the overall design elements of the proposal. These measures would extend to the following aspects of the development:

- Management and maintenance of the Green Infrastructure and drainage SuDs areas.
- The delivery of the proposed BNG measures.
- The recommendations and initiatives proposed in the Framework Travel Plan.
- Controls over employment, skills and training

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- 8.6 These is also the general mitigation measures to reduce emissions to consider. Based on the results of the air quality assessment, and in accordance with the Barnsley (2021) SPG, Type 1, Type 2 and Type 3, mitigation measures are proposed for the development, with a pollution damage cost determining the level of mitigation compensation required to offset the impact of the development, as set out in the ES. As a theoretical cost figure, this has been calculated in the Air Quality Assessment to amounts to a total of approximately £513.5k for all four plots. This figure excludes the damage cost calculation for Hickleton which has been treated on a separate basis.
- 8.7 These general pollution mitigation measures are expected to be secured through a suitably worded 'prior to occupation' condition which would be secured against each plot at the reserved matters stage. They would provide a mitigation strategy, detailing the specific mitigation measures proposed in line with local policy and guidance up to damage cost that has been calculated for each plot. As there is a bespoke air quality issue within Hickleton, mitigation measures for the receptor in that village is covered in the draft S106 HoTs as identified in the table at Appendix 2. Using an appropriate proportion of the pollution damage costs, the Hickleton figure has been calculated to be £176.3k and this has been used for the purposes of progressing the S106 HoTs.

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9.0 Conclusions and Overall Planning Balance

- 9.1 This planning statement has been prepared by JEH Planning Limited on behalf of Equites Newlands (Goldthorpe) Ltd ('The Applicant') in support of a hybrid planning application for proposed employment development and associated infrastructure on land to the South of Dearne Valley Parkway, Goldthorpe.
- 9.2 The outline element of this application is for up to 204,000 sq m (Gross Internal Area) for Storage and Distribution (Use Class B8) and General Employment (Use Classes B2) space with ancillary offices and gatehouses. The full application element is for engineering infrastructure works, comprising the access roads, earthworks to create the development platforms/bunding, drainage works, flood compensation area and strategic landscaping.
- 9.3 We have demonstrated that having regard to the key issues, the proposed development is in accordance with the relevant policies found within the Development Plan as a whole and it is specifically in compliance with the criteria contained within Policy ES10 and the related Goldthorpe Masterplan Framework which allocates the site for employment purposes.
- 9.4 There are also other material considerations, and these, together with the significant planning merits and benefits, should be given substantial weight in the overall planning balance. They cover the following general areas:
- The proposed development will generate significant employment opportunities offering high quality and skilled jobs in the logistics sector which would contribute to rebalancing the local economy. This would deliver the following:
 - Construction Phase
 - Approximately 1,349 direct construction jobs could be supported each month over the assumed construction programme. 715 of these would provide employment for BMBC residents.
 - a further 1,585 indirect jobs could be supported per month over the construction period.

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- the combined direct and indirect construction job GVA equates to approximately £243m over the construction period.
- Operational Phase – (Assuming Floorspace split of 30% Class B2 and 70% Class B8)
 - 3,282 FTE gross direct jobs accommodated on site by the mix of Class B8 and Class B2 uses could generate a total GVA of approximately £166.1m per annum.
 - the GVA for Dearne Towns is approximately £143.0m per annum. In respect of Barnsley MBC, the equivalent value is £210.5m per annum, and for South Yorkshire it is £271.4m.
 - it is estimated that the Proposed Development could generate approximately £3.7 to £4.0m per annum in business rates.
 - local construction and operational skills and training initiatives.
- The economic analysis brings into sharp focus the need to ensure a sufficient supply of strategically located sites of sufficient size to accommodate industrial and logistics demand within the South Yorkshire region. The application site is well-placed to respond to this demand in line with Paragraph 83 of the NPPF.
- We have demonstrated significant biodiversity enhancements with the ability of the scheme to meet the required 10% net increase through habitat creation schemes.
- The provision of a comprehensive landscaping strategy to enhance greenspaces within the site.
- The proposal includes a range of measures to deliver a highly sustainable buildings that would go significantly beyond current Building Regulation standards and achieve BREEAM excellent. This would also include the provision of on site zero carbon renewable sources.
- The promotion of sustainable transport links, with use of the existing and improved footpaths and cycle ways to foster strong connections to Goldthorpe and the local area.

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- 9.5 The application includes an Environmental Statement that responds to the Council's Scoping Opinion. This overall judgement demonstrates that following the incorporation of a comprehensive package of mitigation measures, it is not expected that this development would have a significant residual adverse impact on the surrounding landscape, highway safety, air quality, noise, residential amenity or other environmental considerations. Therefore, the perceived harm arising from the development will be minor in nature which can, where necessary, be mitigated and managed through the design of the proposal, a package of S106 measures and reasonably worded planning conditions. Furthermore, the planning benefits of the scheme would significantly outweigh any minor level of harm.
- 9.6 It is relevant in the context of the NPPF to consider whether the overall development proposed can be described as 'sustainable' for the purposes of policy. The three objectives of sustainable development have been assessed and in the applicant's view it can be described as a sustainable form of development that would benefit from the presumption in favour of such development set out in paragraph 8 of the NPPF.
- 9.7 In conclusion, the proposal would be in accordance with the key policy objectives and vision found within the Development Plan as it would support the enhancement of employment provision in Barnsley and South Yorkshire more widely. It would provide good quality job opportunities which would add to the quality of life for the residents of local community.
- 9.8 In view of the above, we consider the application provides the right type of economic development in the right place on the right site and delivers important social, economic and environmental benefits. It can therefore be described as sustainable development which should benefit from the presumption in favour of such development in accordance with the Local Plan and should be approved without delay.

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Appendices

**Appendix 1 - ES10 - Goldthorpe Eaves Height -Enterprising
Barnsley**

Appendix 2 - S106 Agreement: Draft Heads of Terms

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Appendix 1 - ES10 - Goldthorpe Eaves Height -Enterprising Barnsley



ES10 - Goldthorpe Eaves Height



1. Supply

The following document helps to provide some anecdotal evidence to help Newlands and BMBC planning department identify the economic importance of increasing proposed ridge height from the master planned identified 15-meter max height restriction to the proposed 18-24 metre preferred option.

Please note the evidence / information used in this report has been obtained by a mixture of direct BMBC Enterprising Barnsley Inward Investment team and supplementary live enquiries from commercial agents based in Yorkshire (CBRE, Knight Frank ,Avison Young, Commercial Property Partners & Carter Towler).

Existing Supply

Historically , the industrial norm for eaves height has been up to 14 metres , which is reflected in the existing low eaves height of larger historical units already developed in Barnsley.

The following table helps to summarise the existing eaves height requirements of our largest industrial / distribution occupiers.

Site	Size (sqft)	Eave height	Occupier use	Jobs
Cross Flow, Park Springs	530,000	xxx	B8	4,000
Nexus 36, Ashroyd	205,337	14	B2	205
Bays 1-2 Dearne Mills	190,738	9	B8	60
Fox Wire	185,895	9	B2	140
Unit 24 Carlton Industrial Estate	161,964	11	B8	20
Maple 125	125,000	12	B8	50

However, It is worth noting that apart from Maple 125 (which was completed in 2020), the majority of the other units listed ***comprise aging and low grading commercial options*** , that have been recycled numerous times (reflecting changes in economic cycles) and are not in locations that modern day industries require.

Likewise, the more modern units build in the last 15-20 years (Nexus and Cross Flow) were ***built for speculative use and have been modified over the years to help meet the needs and operational requirements of their existing occupiers***. As a direct result of this trend, BMBC Investment Team are now starting to see existing occupiers look to extend the existing Sqft of their existing operations to maximise any free space within their existing site curtilage area. One Goldthorpe occupier is now developing a 100,000 sqft extension with eaves height of up to 24 metres , so that they can develop the extra cubic storage capacity to facilitate increasing operational automation.

The ability to develop a compelling (property) product that has the ability to withstand various economic cycles and respond to the fast-changing pace of the market is reflected in the long term leases / unit sales that have been generated from the existing occupiers at these properties.

Simultaneously, for all of the units mentioned in the above table, all but one of the properties listed has helped to secure significant Inward Investment, job growth and subsequently indigenous re-investment into Barnsley.

In terms of a sub-regional comparison (developed and available), there are very few available units sized 200,000 sqft – 1 million sqft on the market making direct comparison hard to find.

Site	Size (sqft)	Eave height
Wheatley Industrial Park, Wheatley, Doncaster, DN2 4NB	257,785	10
Copperworks 2, Haigh Park Road, Leeds, LS10 1RT	250,000	10

However, both existing regional comparables are again reflective of units developed for a historic use that are now aging and not reflective of modern day occupier requirements due to their physical cubic dimensions (low, long and thin as opposed to high, wide and long). This is evidenced by the length of their vacancy and rents commanded.

Future Supply

Any major comparable that help to indicate the current, and indeed, future trend requirements for eaves height, can be associated more with the pipeline of future development that is planned.

Despite, almost 4.2 million sqft of new product in the development pipeline planned in Barnsley over the next five years (of which 46% is associated to ES10- Goldthorpe), the only other sites that would deliver development plots sizes close to those of the development platforms of ES10 relate to sites at J36 (that are master planned and can only deliver an eaves height requirement of up to 15 meters), together with future sites at J37 Baugh Green.

Site	Size (sqft)	Eave height
Barnsley 340, Dearne Valley Parkway, Barnsley, South Yorkshire, S74	340,000	15
Arrow 265, Arrow Point, Barnsley, South Yorkshire, S74 0FN	265,000	15
J37 Baugh Green	500,000	TBC 24*
J37 Baugh Green	400,000	TBC 24*

*not determined ,but maximum height proposed.

The crux of our economic argument for Barnsley MBC's Enterprising Barnsley Inward Investment Team is to ***overcome the challenge of limited supply & commercial viability constraints.***

The issue that we currently face is that at each of our key sites (J36 & J37) there are significant land based challenges and to help ensure that Barnsley MBC develop the right quantity and quality of units, it is important that we produce a ready pipeline of development options that will help to ensure that the borough has an economy that can compete on a global scale and provide sustainable employment opportunities for the indigenous population.

To achieve this, it is important that our new employment sites produce the right product at the right time. Over the past 20 years Barnsley MBC have largely been slow to respond to economic demand changes and have largely missed significant Inward Investment and Job opportunities, due to an inability to develop market-facing units to the right specification, or at the right time to response to current and future occupier demands.

Existing and future planned development around J36 Hoyland, apart from the two main sites identified in the above table, are associated with more mid box developments that would suit the current institutional industrial height requirement of 12-15 metres, which is identified in the Hoyland Masterplan. Such limitations on eaves height have been associated with the topography and minimising the visual effects of these future proposed units on the wider sky line, given J36's

prominent position. Whilst the units at J36 could potentially be increased there would have to be a strong economic case to divert away from the approved eaves heights.

Whilst at a planning stage, development around J37 Baugh Green (1.2 million sqft of new employment space for up to No. 4 main units (500,000 , 400,000 , 170,000 and a 100,000 sqft)) is proposing that the employment area of the site would have a maximum height of 23m, with some parts restricted to either 14m or 6m. Given the prominent visual location of this future employment space (both from current and future residential occupiers) it is envisaged that future eaves height at this site will be constrained.

Based upon the above , in terms of Barnsley MBC's key main employment sites, it is clear that ES10 Goldthorpe provides the greatest opportunity for Barnsley MBC to develop a compelling local and regional product that would help to secure investment in a less visually constrained location compared to other future key employment sites in Barnsley.

The economic question would be if not Goldthorpe then where? Barnsley MBC is rapidly running out of undeveloped employment land and, with a revised employment land review scheduled within the next few years, the ability to squeeze more cubic sqft out of the existing allocation might help to appease any further green belt release.

Barnsley MBC's key argument for the vast employment land release, via the current local plan was based upon its economy being too small for the size of its population. Sadly as population rates have increased more quickly than the number of jobs in the economy, this will (likely) require further green belt release.

The development of units with an eaves height of 15m+ at ES10-Goldthorpe would not only promote a key local USP in the sub regional property market to help retain existing occupiers by responding to their future expansion requirements, but at the same time help to ***provide a compelling regional product that would help to dramatically reposition Barnsley away from its second wave investment town stance , towards a first choice investment destination for those foot loose investors that are actively in the market and looking for sites that would create significant employment and supply chains benefits for Barnsley's economy.***

As mentioned earlier, ***it is imperative that Barnsley develops the right product at the right time. Over the past 20 years Barnsley MBC have largely been slow to respond to economic demand changes and have largely missed significant Inward Investment and Job opportunities due to an inability to develop units at the right specification or at the right time to reflect current and future occupier demands.***

What is clear, from a regional comparison, is that those sites that have received planning post 2020 have generally had eaves heights in excess of 15+ meters.

Site	Size (sqft)	Eave height
Doncaster 420, Lincoln Green Way , Doncaster Sheffield Airport,	420,000	15
Switch, Wakefield Europort, J31 M62, WF10 5QH	510,000	15
Wakefield Hub, Newmarket Lane, Wakefield, WF3	400,000 – 1,000,000	42
Super B, Interchange 26, Junction 26 M62, Cleckheaton, Bradford, BD12 7EZ	230,000	15

CORE Sheffield, Shepcote Lane, Sheffield, South Yorkshire, S9 1TP	367,000	18
iPort, Great Yorkshire Way, Doncaster, South Yorkshire, DN11	800,000	
Panattoni Park, J1 M18, Rotherham, S66	629,417	18
Bessemer Park - Phase II, Shepcote Lane, Sheffield, S9 1RF	292,445 – 605,000	18
Sheffield Logistics Park, Carbrook Street, Sheffield	300,000	15
Yorkshire Way, Doncaster, South Yorkshire, DN3	278,000	15
Doncaster North Junction 6 of the M18 at Thorne, Doncaster	1,000,000	30

The above table helps to clearly indicate changes in the market whereby any units circa 500,000 sqft are commanding eaves height requirements of 20+ meters, whilst those below 300,000 sqft are mostly associated with eaves heights below 15 metres. This is primarily due to requirements of property below 300,000 sqft being able to satisfy either a manufacturing or distribution nature, where the internal dimensions are not linked to racking. Whilst those above 500,000 sqft are going to be heavily influenced by bespoke operational requirements that are heavily linked to automation and “dark store” trends.

Our economic argument and land requirement has always been about helping to demonstrate and deliver sites that ensure the right quantity and quality of units being developed to help retain indigenous company expansion, whilst also helping to successfully secure inward investment. ***It is apparent that given current and future competition, there is a future risk that without an adequate mix of units, Barnsley MBC will once again miss out on significant inward investment and employment opportunities unless a compelling mix of products is developed.***

It is also apparent that given the increased height requirements of modern units, Barnsley MBC need to develop future proofed, market-facing units that have the ability to be potentially multi let and recycled by numerous occupiers as economic cycles change. The last thing that Barnsley MBC want to happen is for planning permission to be issued or the units to be developed, that are constrained and not what the market requires leading to them potentially missing out on investment and jobs due to a derived product that nobody wants.

All commercial agents asked about eaves height foresee Wakefield Hub and Doncaster North Thorne, as where the eaves height requirement for big sheds is going to be in the next few years.

The following demand section, helps to articulate the current and missed opportunities that Barnsley MBC has, and will continue to miss out on, based upon there being no sites that have the ability to offer industrial / distribution alternatives in excess of 15+ metre eaves.

2. Demand

To support the points raised in the supply section, and to further justify a request for increased eaves height at ES10 -Goldthorpe, the following section helps to record actual enquiries in the market that BMBC's Enterprising Barnsley's Inward Investment Team and partner agents have recorded since the 1st January 2022 – August 2022.

Such evidence, as the table below helps to record:

- Increase in enquiry occupier demands for eaves height requirements in excess of 15m.
- Institutional eaves height requirement for units 0.5m+ is 20m+.
- Institutional eaves height requirement for units 0.5m- is 18m.
- Significant number of enquiries (80%) will be lost by current eaves height restrictions.
- Potential enquiries that would have a perceived eaves height tolerance level (up to 15m), generate much lower jobs per floorspace requirement (-37%), than those occupiers that require eaves height requirements 15m+.

Enquiry Use	Reason	Size Requirement	Requirement Dimension	Eaves Height	Jobs (potential)
Manufacturing	Expansion - Movement within SY	8.4	Acres		
Manufacturing	Relocation - Movement within SY	300,000	SqFt	15	100
Logistics	Expansion - Movement within SY	13.4	Acres		
Manufacturing	Expansion - UK	15	Acres	26	200
Manufacturing	Relocation - International	124	Acres	20	300
Manufacturing	Expansion - UK	150	Acres	20	200
Manufacturing	Expansion - UK	200,000	SqFt	12	
Manufacturing	Relocation - International	200,000	SqFt	28	200
Logistics	Relocation - International	204,000	SqFt	30	50
Manufacturing	Expansion - International	250,000	SqFt	18	1,000
Logistics	Expansion - Movement within SY	265,000	SqFt		
Manufacturing	Relocation - International	269,000	SqFt	20	200
Logistics	Expansion - Existing within LA	280,000	SqFt	20	90
Manufacturing	Relocation - International	285,000	SqFt	10	100
Logistics	Relocation - UK	400,000	SqFt	18	
Manufacturing	Relocation - International	400,000	SqFt	20	150
Manufacturing	Relocation - International	500,000	SqFt	18	400
Manufacturing	Expansion - International	516,000	SqFt	10	40
Manufacturing	Expansion - International	1,000,000	SqFt	15	100
Logistics	Relocation - International	107,6000	SqFt	20	250
Manufacturing	Relocation - International	2,000,000	SqFt	15	1,000
Manufacturing	Expansion - UK	200,000	SqFt	18	175
Manufacturing	Expansion - Existing within LA	200,000	SqFt	18	
Logistics	Expansion - UK	1,000,000	SqFt	20	
Logistics	Expansion - UK	1,000,000	SqFt	24	
Logistics	Expansion - UK	600,000	SqFt	20	
Logistics	Expansion - UK	800,000	SqFt	18	
Logistics	Expansion - UK	500,000	Sqft	18	
Logistics	Expansion - UK	700,000	SqFt	32	
Logistics	Expansion - UK	800,000	SqFt	20	
Logistics	Expansion - UK	750,000	SqFt	20	
Manufacturing	Expansion - UK	500,000	SqFt	15	
Logistics	Expansion - UK	800,000	SqFt	20	
Manufacturing	Expansion - Movement within SY	250,000	SqFt	15	
Logistics	Expansion - UK	500,000	SqFt	15	
Manufacturing	Expansion - UK	600,000	SqFt	18	
Manufacturing	Expansion - UK	800,000	SqFt	20	
Logistics	Expansion - UK	600,000	SqFt	20	
Logistics	Expansion - Movement within SY	500,000	SqFt	15	
Logistics	Expansion - Movement within SY	400,000	SqFt	18	
Logistics	Expansion - UK	500,000	SqFt	15	
Logistics	Expansion - UK	400,000	SqFt	15	
Logistics	Expansion - UK	750,000	SqFt	18	
Logistics	Expansion - Movement within SY	250,000	SqFt	15	

Logistics	Expansion - UK	500,000	SqFt	18	
Logistics	Expansion - UK	300,000	SqFt	15	
Logistics	Expansion - UK	300,000	SqFt	12	
Logistics	Expansion - UK	300,000	SqFt	15	
Logistics	Expansion - UK	500,000	SqFt	15	
Logistics	Expansion - UK	500,000	SqFt	18	
Manufacturing	Expansion - UK	250,000	SqFt	15	
Logistics	Expansion - UK	350,000	SqFt	15	
Logistics	Expansion - UK	250,000	SqFt	15	
Logistics	Expansion - UK	400,000	SqFt	15	
Logistics	Expansion - UK	400,000	SqFt	15	
Logistics	Expansion - UK	300,000	SqFt	15	
Logistics	Expansion - UK	300,000	SqFt	18	
Logistics	Expansion - UK	800,000	SqFt	18	
Manufacturing	Expansion - UK	450,000	SqFt	15	
Logistics	Expansion - UK	500,000	SqFt	18	
Logistics	Expansion - UK	800,000	SqFt	20	
Logistics	Expansion - UK	750,000	SqFt	20	
Manufacturing	Expansion - UK	500,000	SqFt	15	
Logistics	Expansion - UK	800,000	SqFt	20	
Logistics	Expansion - UK	500,000	SqFt	15	
Manufacturing	Expansion - UK	600,000	SqFt	18	
Manufacturing	Expansion - UK	800,000	SqFt	20	
Logistics	Expansion - UK	600,000	SqFt	20	
Logistics	Expansion - Movement within SY	500,000	SqFt	15	
Logistics	Expansion - Movement within SY	400,000	SqFt	18	
Logistics	Expansion - UK	500,000	SqFt	15	
Logistics	Expansion - UK	400,000	SqFt	15	
Logistics	Expansion - UK	750,000	SqFt	18	
Logistics	Expansion - Movement within SY	250,000	SqFt	15	
Logistics	Expansion - UK	500,000	SqFt	18	
Logistics	Expansion - UK	300,000	SqFt	15	
Logistics	Expansion - UK	300,000	SqFt	12	
Logistics	Expansion - UK	300,000	SqFt	15	
Logistics	Expansion - UK	500,000	SqFt	15	
Logistics	Expansion - UK	500,000	SqFt	18	
Manufacturing	Expansion - UK	250,000	SqFt	15	
Logistics	Expansion - UK	350,000	SqFt	15	
Logistics	Expansion - UK	250,000	SqFt	15	
Logistics	Expansion - UK	400,000	SqFt	15	
Logistics	Expansion - UK	400,000	SqFt	15	
Logistics	Expansion - UK	300,000	SqFt	15	
Logistics	Expansion - UK	300,000	SqFt	18	
Logistics	Expansion - UK	800,000	SqFt	18	
Manufacturing	Expansion - UK	450,000	SqFt	15	
Logistics	Expansion - UK	500,000	SqFt	18	
Average Eaves Height				17.8	

The above table **clearly helps to indicate there is significant economic advantage in terms of increasing the eaves height at ES10 -Goldthorpe to help accommodate specific national and international inward investment to the borough that will help to generate meaningful employment opportunities (4,000+ in total)**. Such an increase will also help to retain growing indigenous business and highly productive and significant existing employers in the local area.

The demand data recorded identifies that the average inward investor commands an average eaves height requirement of 17.8M, whilst the average indigenous enquiry is demanding an eaves height requirement of 19M. Both are above the 15m limit proposed.

As a direct result of Barnsley being able to successfully develop the right quantity and quality of industrial product in the right locations (over the past 8 years), Barnsley MBC Enterprising Barnsley Inward Investment Team have started to see a **shift in focus from the borough acting as a second wave investment town (those existing occupiers in West Yorkshire / South Yorkshire who are**

constrained for growth and looking for key sites within a close geographical location to help retain staff), with the borough starting to act as a first wave investment town, that is able to attract occupiers new to the UK or even those occupiers in the UK (South East) that are looking for northern expansion sites. This is evidenced by the fact that, over the past few years, Barnsley has been ranked within the top 20 locations outside of London for FDI and has been a leading authority in helping to secure inward investment into SYMCA (formally SCR).

The competitive advantage for Barnsley MBC, over other areas for investment relates to it having a range of sites and premises that have been developed that meet occupiers requirements.

Without having a complementary range of sites that continue to offer specific occupier requirements the likelihood is that this trend will be reversed and Barnsley will fail to attract key inward investors.

As mentioned above in the supply section, given the changes in operational requirements, there is an increased demand for existing occupiers to look to extend their existing operations to maximise any free space within their existing site curtilage area. One Goldthorpe occupier is now developing a 100,000 sqft extension with an eaves height of up to 24 meters, so that they can develop the extra cubic storage volume, as part of a wider drive in operational automation and enhanced efficiency.

Other operators are seeking to install temporary structures or improve hardstanding areas to help squeeze out as much cubic sqft from their site as possible, given their low eaves height (9-12 metres). Whilst this is helping to satisfy a short term need, it is clear that these major occupiers will, in the future, need new sites that will provide adequate manufacturing and storage space.

However, whilst such manufactures are improving their productivity through investment in large pieces of technology that will require similar manufacturing space, it is the increase in storage space linked to these manufacturers that is going to be key.

Enterprising Barnsley's Team Investment Team, over the last six months, have started to receive ***enquiries from existing occupiers who to date have been reliant upon 3PL suppliers, but due to a tightening of operational profits are now looking to bring such operations in house and are therefore commanding greater storage/taller units spaces to maintain site efficiencies and improve their own push and pull activities more effectively.***

Similar trends are also being reported as a direct result of BREXIT and the increased time it now takes for manufactures that export to comply with new export documentation and periods of isolation of goods that have to be sorted and set aside ahead of exporting. This increased standstill period of manufactured product is leading to further increases in extra storage spaces being required. Whilst short term solutions are being sought, wider plans for increases in existing units' eaves heights, or new sites that offer extra volume via increased height are being considered and will become the required norm for the foreseeable future.

A final trend that is affecting the demand for increased eaves height has been a change in economic cycles. Major supply chain issues have been well documented, together with issues of continual COVID lockdown measures in China continuing to affect access to key goods. Inflated shipping costs are leading to a change ***whereby a number of manufactures are looking to address their current supply chain global operations and in some instances are beginning to bring back manufacturing to the UK. Again, to support this vertical integration, a high number of existing companies are looking to either move to larger (higher) premises or develop their existing sites for the required cubic capacity (height) and power supply to allow them to bring manufacturing inhouse. The downside of bringing manufacturing in house is that substantial operational, storage***

and distribution solution changes are required, which is being evidenced by increases in demand of building with increased heights.

Such demand enquiry changes are evident by enquiries from Manufacturers with an average eaves height requirement of 17.3 metres.

As is apparent in the enquiry demand table, there is a continual ongoing demand for logistics-based operations, which are generally footloose and have specific site requirements (height) due to their specific operational requirements. ***This is evidenced by enquiries from logistics operators that average an eaves height requirement of 18 metres.***

Again, like the changes in economic cycles being recorded with manufacturers, ***Advanced logistics operators' requirements are continuing to drive for mixed operations that will require some form of automated and possible multi-level operations via the development of state-of-the-art robotic sortable (ARS) fulfilment centres. Such changes will continue to generate high quality employment opportunities, which instead of picking and packing jobs being generated, the employment opportunities are more engineering technicians and key logistical back office roles.*** Via EVRI's recent investment into Barnsley, the quality and well paid nature of these key back office functions help to meet a variety of BMBC's and indeed SYMCA's economic plans.

The success of the ARS Centres allows 50% more stock to be stored in the centres and products to be retrieved 3 times faster, resulting in a 40% cost saving to fulfilment. These advancements will further improve the capacity of advanced logistics operators, efficiency and underwrite the continued prominence of the ARS centre requirements both now and also in the foreseeable future.

Currently as a result of the restrictive eaves height at ES10 Goldthorpe, Barnsley MBC has potentially alienated itself from 60% of all enquiries received, which collectively would have resulted in potentially an estimated £6.5M+ of business rates income, together with over 3,265 new direct and 1,555 indirect employment opportunities into the borough.

Without the option for increasing the eaves height requirements at ES10, it is clear that the future planned regional supply that Barnsley MBC is seeking to accommodate will be significantly constrained from attracting inward investment resulting in it potentially losing a number of key local employers due to the design parameters attributed to employment allocations precluding the right market-facing, future-proofed product that current and future market demand.

Whilst we understand the other environmental, social and visual references for the ES10 – Goldthorpe site, we do feel that there is a compelling economic reason for increasing the eaves height at this site in Barnsley.

3. Conclusion

As the above text and information highlights, there is a strong economic justification for an increased eaves height at ES10 Goldthorpe, which can be summarised by the following key points:

- Significant number of enquiries (60%) and future employment opportunities will be lost by the current eaves height restrictions.
- Potential enquiries that would have a perceived eaves height tolerance level (up to 15m), generate much lower jobs per floorspace requirement (-37%), than those occupiers that require eaves height requirements 15m+.
- Successful ability to retain growing indigenous companies and our ability to compete regionally and nationally for inward investment is at risk.
- Promotes our investment shift from a second wave to first wave investment location in the UK.
- All commercial agents are reporting that units circa 500,000 sqft are commanding eaves height requirements of 20+ metres, whilst those below 300,000 sqft are mostly associated to eaves height requirements of below 15 metres.
- Changes in economic cycles are resulting in higher occupier eaves height requirements (both manufacturers and logistics) heavily influenced by bespoke operational requirements linked to automation and “dark stores” trends.
- Requirement demand for increased volume is a high priority for expanding indigenous companies on their existing sites and those looking for new sites.
- Ensure we learn the lessons of the past that involved failing to respond to market changes.
- We are rapidly running out of key employment sites and the restrictions in place at other sites means that if ES10- Goldthorpe does not provide greater flexibility, there is a lack of alternatives for attracting this type of investment and the benefits that accrue from it.

Planning Statement

Appendix 2 - S106 Agreement: Draft Heads of Terms

S106 Agreement: Draft Heads of Terms (Without Prejudice) Dated 1st December 2023

Contact details of the Applicant's solicitors involved in the S106 process are as follows:

Morag Thomson LLB, LARTPI
Freelance Solicitor
Planning and Infrastructure
07770 586447
morag@moragthomson.net

Measure		Amount (all TBC)	Rationale
Fees	Payment of reasonable council legal and monitoring fees	TBC	N/A
Onsite Noise Mitigation	Proposed upgraded noise insulation/ventilation mitigation works for Woodbine and Rose Valley Cottages	TBC (capped at £55,000)	See submitted Noise Assessment (found within Chapter 12 of the ES - see paragraphs 12..91 and 12.92 for more detail.)
Hickleton Mitigation Fund (HMF)	Hickleton Noise Mitigation Scheme (Fund)	£233k	Capped total based on £1.5k per habitable window (surveys suggest c.153 windows) plus £500 top-up per listed building (surveys suggest 8 buildings). See submitted Noise Assessment (found within Chapter 12 of the ES - see paragraphs 12.103 to 12.115 for more detail.)
	Other Hickleton-specific Mitigation Measures: <ul style="list-style-type: none">- AQ Mitigation- Highway Safety Mitigation (junction upgrades / bypass feasibility)	£176.3k	Hickleton damage cost taken from submitted Air Quality Assessment Impact on Hickleton for more detail. To be split (% of split TBC) between: <ul style="list-style-type: none">- John o Gaunts (mechanical ventilation and heat recovery) mitigation measures; and- Other measures agreed with BMBC/CDC and could include a contribution towards an independent study, building on the initial emission study carried out by CDC
		£209k	Reasonable Newlands contribution of estimated total civil infrastructure costs associated with design of junction ¹).

¹ Estimated civil infrastructure costs associated with design equal c.£1.35m