

# Planning Statement

## Employment-led Mixed Use Development

### Rockingham Phase 1 Site Land North of Dearne Valley Parkway Barnsley

Prepared on behalf of  
**Harworth Estates**

September 2014

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## Report Disclaimer

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Version	Prepared by	Approved by	Date
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# 1 INTRODUCTION

This Planning Statement has been prepared by DTZ on behalf of Harworth Estates for land to the north of Dearne Valley Parkway, which forms part of the former opencast mining facility at Rockingham. The proposals represent the first phase of the redevelopment of the former Rockingham Colliery site, known as Rockingham 1. This statement accompanies a hybrid planning application (part outline, part full) for 8.4 hectares. Outline planning permission is sought for commercial development including industry and storage with ancillary office space (Use Class B1 a/b/c, B8), hotel (C1) and/or car showroom/garage (sui generis/B2), restaurant (A3) and public house (A4). Full planning permission is sought for the access spine road and associated infrastructure.

This Planning Statement examines the planning history and planning policy context for the site and provides analysis of the development proposals. Accordingly, this report is structured as follows:

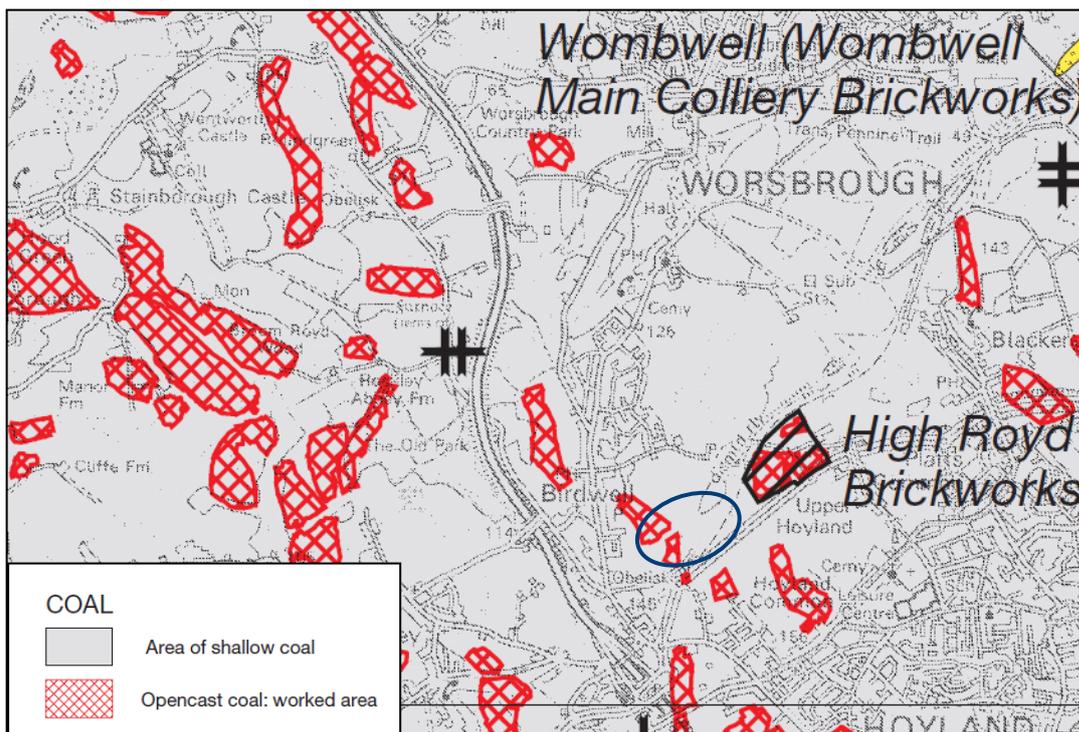
- Site and Surroundings;
- Planning History;
- Description of Development;
- Environmental Impact Assessment Screening;
- Pre Application Advice;
- Planning Policy Context;
- Planning Analysis;
- Socio Economic Analysis, and;
- Conclusions

## 2 SITE AND SURROUNDINGS

The application site comprises 8.4 hectares of land to the north of Dearne Valley Parkway, Barnsley (see figure 1). The site formed part of the operational area for Rockingham Colliery and more recently was used in part for open cast coal mining (see figure 1). Since its closure, the colliery site has been restored to landscaped open space, providing a platform for commercial development. The site represents the first phase of the current proposals for the redevelopment of the former colliery site (Rockingham 1). An existing informal footpath runs along the site boundary and provides a link into the neighbouring residential estate. A second public footpath runs diagonally across the site and will be diverted subject to the formal regulatory process (i.e. footpath diversion order). This is being progressed by Harworth Estates in parallel with this application.

The site is bounded to the north and south by reclaimed land (the former pit head was situated to the north east of the site). Dearne Valley Parkway is situated to the south of the site, together with a balancing pond (with perimeter fence) which provides drainage for the Parkway. Residential development is situated to the west of the site (Locksley Gardens) with a tree belt, and further reclaimed development land to the east.

The subject site lies at the south western part of the former colliery site. The development platform is roughly grassed and largely void of mature vegetation. There is a tree belt and small copse of trees beyond the development platform but within the application site at its northeast part, and a further narrow belt of trees to the north boundary of the site. There is a pond and watercourse within the application site area beyond the development platform to the northeast.



Key:

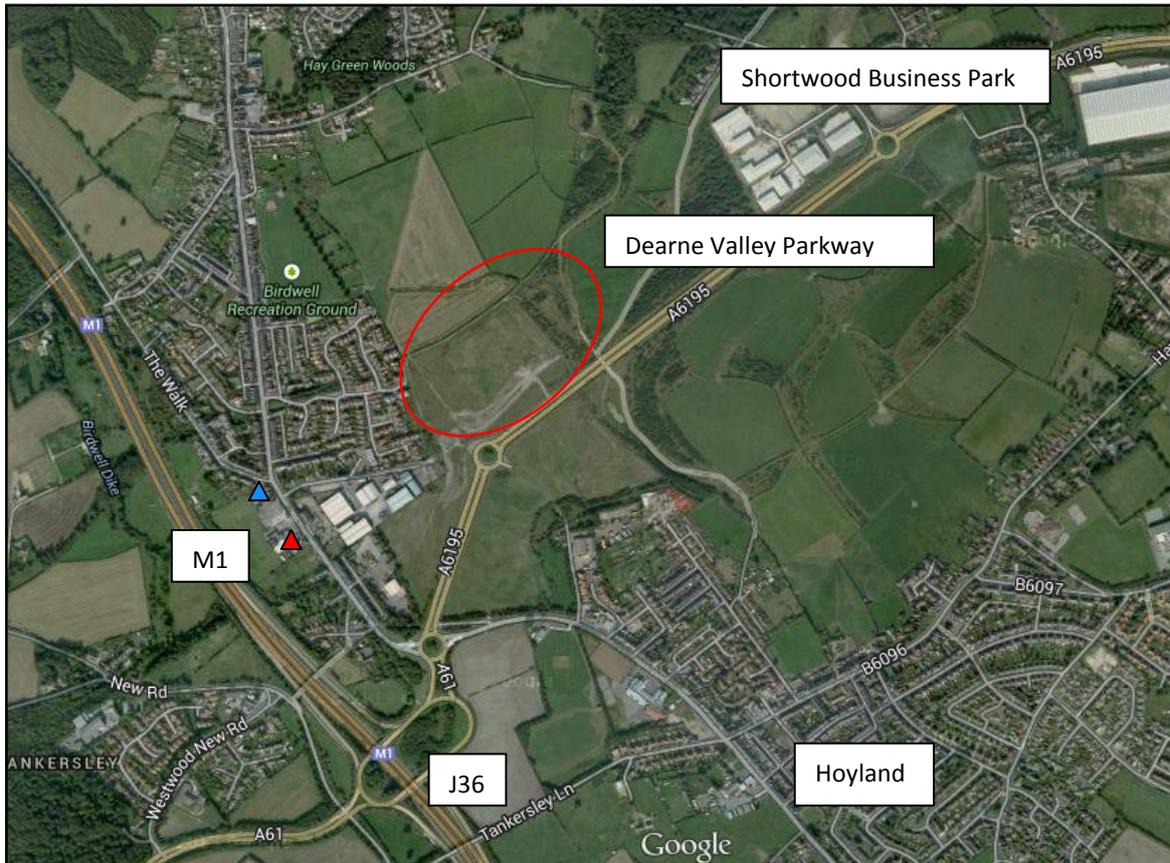
Application site



Figure 1: Extract of Minerals Resource Map (ODPM 2005)

The primary access to the site will be via a new spine road linking to Dearne Valley Parkway at Rockingham Roundabout. The site is also accessible on foot from the residential estate to the west. The site is accessible to the commercial and community facilities within the neighbouring urban area of Hoyland and its surroundings. The site is situated close to Junction 36 of the M1 (via A6195) which provides links to the north and south.

The site has no listed buildings or scheduled ancient monuments. However, there are two listed structures within 450m metres of the site, Tankersley Mine Rescue Station and Birdwell Obelisk. Both structures are Grade II listed (see figure 2).



- Key:**  
Rockingham 1 site -   
Birdwell Obelisk   
Tankersley Mine Rescue Station 

**Figure 2: Aerial Photograph of the site**

### 3 PLANNING HISTORY

A review of Barnsley Council’s online planning register has been undertaken. Online records date from 1976 but are not exhaustive. Records of particular relevance to this development proposal are listed below:

Application no	Description	Granted
B/03/0517/H	Mixed use development comprising B1, B2, B8 uses, restaurant, hotel, public house and car showrooms (Outline)	Withdrawn
B/98/1226/HN	Mixed use development comprising B1, B2, B8 uses, restaurant, hotel, public house and car showrooms (Outline)	Approved 11/04/2000
B/94/1136/WO	Construction of a new highway (Dearne Valley Parkway)	09/02/1995
B/75/3658/WO	Use of land for temporary stocking of deep mined Coal (Rockingham Colliery)	16/01/1976

**Table 1: Planning Application History**

The mixed use development ref: B/98/1226/HN is situated adjacent to the application site (see figure 3 below). An application was made to renew this planning permission in 2003 (B/03/0517/H. This application had officer support and was due to be recommended for approval, however the application file documentation indicated that there may have been issues relating to timescales for delivery. The application was therefore withdrawn.



**Figure 3: Location of related mixed use planning permission.**

The above record illustrates the sites past use for coal mining and also references the provision of the Dearne Valley Parkway (a key thoroughfare) to facilitate new economic development in the area. The record also shows that mixed use development on the former Rockingham Colliery was considered acceptable in the past.

## 4 DESCRIPTION OF DEVELOPMENT

This hybrid application seeks approval for the following description of development:

**Hybrid planning application comprising:**

**Part A: Full planning application for creation of access roadway and associated infrastructure.**

**Part B: Outline planning application for a phased, mixed-use development comprising employment uses (B1bc/B8 with ancillary office B1a), hotel (C1) and/or car showroom/garage (sui generis/B2), food & drink (A3/A4/A5) with associated infrastructure. Approval sought for access. All other matters reserved.**

A hybrid planning application is proposed to allow Harworth Estates to commence development and create the spine road thereby being able to offer development plots with the benefit of ready access and the flexibility of outline planning permission. The planning application site is outlined in red on the site location plan (ref. 11462-100B). The proposed site plan (ref: 11462-111 rev H) illustrates the plot locations and provides broad details of the types of use to be provided at each plot.

### 4.1 PART A – FULL PLANNING APPLICATION

Full planning permission is sought for the spine road to serve the site and provide access to the Dearne Valley Parkway at the Rockingham Roundabout as shown on the proposed access drawings. The spine road works include creation of pedestrian footways, drainage infrastructure and soft landscape service strips (for installation of future services in future without destructive works to the road).

The spine road is also designed to be able to serve neighbouring land to the north and south should development be proposed and approved in the future. This ensures that such plots can access the Dearne Valley Parkway and are not sterilised from development due to access preclusion.

As there are no current development proposals for this neighbouring land a phased approach to the access arrangement is proposed, comprising a primary arrangement to serve the proposed development alone (access phase 1) and a subsequent arrangement to be created if required to serve neighbouring land if/when development is proposed and agreed (access phase 2). This roundabout arrangement conforms to the illustrative scheme for development of the wider area set out in the Council's emerging draft Development Framework for the Junction 36 sites (see section 7).

Full planning permission is sought for both the access phase 1 and access phase 2 arrangements to provide flexibility and facilitate the timely delivery of further development if/when approved. The access phase 1 arrangement is designed to sit within the land required to provide the access phase 2 arrangement, which will be excluded from built development and subject to appropriate landscaping.

The proposed access arrangements are shown on the following drawings:

- Proposed Access Phase 1 Arrangement ref. 4652-RIA
- Proposed Access Phase 2 Arrangement ref. 4652-R20A

It is anticipated that final details of the access infrastructure (i.e. materials, lighting scheme, planting scheme, signs and markings, and construction details) will be submitted pursuant to planning conditions as appropriate.

## 4.2 PART B – OUTLINE PLANNING APPLICATION

Within the 'outline' part of the site (i.e. excluding the area where 'full' approval is sought), all matters with the exception of access (i.e. layout, scale, appearance and landscaping) are to be reserved for future approval through 'reserved matters' submissions made on a plot by plot basis.

Permission is sought for employment uses comprising light industrial (Class B1c), research & development (Class B1b), and storage and distribution (Class B8). Permission is not sought under this outline application for general industrial use (Class B2), save for an element of MOT/repair garage associated with any car showroom use.

The food & drink uses comprise a pub/restaurant (Class A3/A4) whilst the remaining 'convenience food and drink' uses may include sandwich bar, coffee shop, cafe, drive-through restaurant and takeaway type uses (Class A3/A5).

Land within the planning application boundary to the northeast of the proposed development area is identified for the provision of a Sustainable Urban Drainage System subject to topographical and engineering assessment which is on-going at the time of submission. The scheme is anticipated to incorporate a swale and pond(s) suitable to attenuate the surface water drainage flows from the development site before out-flow to the existing watercourse in this location. Full details will be submitted for approval and will include an operational assessment and maintenance provisions.

The swales and ponds proposed in this area will be landscaped and planted to maximise the amenity and biodiversity benefit of the system. Should topographical or engineering constraints prevent creation or limit the operation of a SUDS system in this location, then an on-site drainage system will be proposed for agreement with the Council.

Reserved matters submissions may be made by the respective developers of the various plots within the site. Subject to developer appetite to commence development, it is possible that reserved matters submissions may be made concurrent to the consideration of this outline application, in which case, reserved matters could only be determined upon approval of the outline. Nevertheless, this could greatly accelerate the development process.

The illustrative Proposed Site Plan demonstrates how the site plots, landscaping infrastructure and rights of way may be developed in full. This drawing is not submitted for approval but serves to demonstrate how a development in conformity to the outline application and the parameters set out below may be configured.

## 4.3 DEVELOPMENT PARAMETERS

The following range of development parameters are defined to allow proper assessment and control of the proposed scheme. The Parameters Plan (ref: 11462-105 Rev C) demonstrates how a scheme within these parameters may be accommodated on site.

Use	Class	Max Floorspace (GIA)	Ancillary B1a (sqm) 5% ancillary office floorspace (B1a)
Light Industrial / R&D	B1bc	6,000 sqm	300
Storage and Distribution	B8	9,000 sqm	450
Food and Drink	A3/A4/A5	1,900 sqm	
Hotel	C1	2,700 sqm	
Car Showroom / Garage	<i>Sui Generis/B2</i>	2,000 sqm	
<b>Total</b>		<b>21,600 sqm</b>	
<b>Overall Maximum</b>		<b>16,000sqm</b>	

**Table 2: Floorspace Parameters by Use**

To allow flexibility to vary the relative proportions of the different uses, the 'overall maximum' floorspace figure is smaller than the sum of the maximum floorspace allowed for each individual use. The effect of this is that should certain uses not be included in the final development mix, then other approved uses can take up the 'headroom' within the overall maximum.

For instance, it is anticipated that the development will accommodate only one plot for the hotel *or* car showroom/garage use. In which case a greater proportion of employment use floorspace may be provided than if both a hotel and car showroom/garage were provided.

Development scenarios within the parameters have been prepared to allow robust testing of any impact of the development, in particular, in relation to traffic generation. These should be seen as a realistic worst case scenario, which will ensure that any development coming forward will be of a lesser impact. Please see the Transport Assessment for further details.

It is suggested that the above table is referred to directly in a condition of any planning permission to control the quantum and proportion of floorspace by use permitted.

The illustrative Proposed Site Plan sets out a realistic development scheme which sits within the parameters as shown in the table below.

Use	Class	Illustrative Masterplan	Max Floorspace (GIA)
Light Industrial / R&D Storage and Distribution	B1bc/B8	10,920sqm	15,000 sqm
Food and Drink	A3/A4/A5	1,870sqm	1,900 sqm
Hotel			2,700 sqm
Car Showroom / Garage or Hotel	<i>Sui Generis/B2 or C1</i>	1,860sqm	2,000 sqm
<b>Overall Maximum</b>		<b>14,650sqm</b>	<b>16,000 sqm</b>

**Table 3: Illustrative Masterplan Floorspace**

This table is for information only and, as it relates to an illustrative Proposed Site Plan, should not be referred to in any condition of planning permission.

A Parameters Plan (ref: 11462-105C) is submitted for approval in order to limit or control certain aspects of the development coming forward via subsequent reserved matters, as set out below:

- Acceptable uses by location within the development site
- Maximum heights of buildings by location within the development site
- Specified locations for landscape buffer planting and close boarded (acoustic) fencing
- A “Good Neighbour Zone” within the site where uses, layout, landscaping, lighting and hours of operation etc will be controlled to preserve neighbouring residential amenity
- A “Daytime Delivery Zone” where daytime/evening deliveries only are anticipated given the nature of uses proposed

#### 4.3.1 Good Neighbour Zone

Within the “Good Neighbour Zone”, the controls set out below are proposed, subject to agreement/amendment, to be conditioned in the outline planning permission. This applies to the area of the site closest to the neighbouring residential area.

Topic	Limit/Control	Note
Uses	<ul style="list-style-type: none"> <li>• Light industrial (B1bc)</li> <li>• Ancillary/supporting uses (e.g. A3, A5)</li> <li>• Storage/ distribution (B8) only with suitable layout/configuration (see Layout below).</li> </ul>	
Layout	<ul style="list-style-type: none"> <li>• Storage/ distribution (B8) use units to have no doors, yard, operational or access areas facing or exposed to the existing residential area.</li> <li>• Layout for all uses to include physical buffer between residential area and external operational areas (e.g. delivery area).</li> </ul>	See also Landscaping below
Landscaping	<ul style="list-style-type: none"> <li>• 1.8m close boarded (acoustic) fences to be provided to boundaries of plots (operational areas) with line-of-sight to existing residential properties.</li> <li>• 2.5m close boarded (acoustic) fences or wall to be provided to boundaries of service yards with line-of-sight to existing residential properties.</li> <li>• Landscape planting to be specified to enhance appearance from the residential area.</li> </ul>	Subject to provision of access/egress routes and visibility splays etc. Planting subject to utilities constraints e.g. powerlines, gas mains.

Lighting	<ul style="list-style-type: none"> <li>External lighting to car park and operational areas to be at minimum appropriate height and brightness, with orientation and shades/baffles to protect residential amenity.</li> <li>Street lights subject to highways authority specification.</li> </ul>	
Hours of deliveries	<ul style="list-style-type: none"> <li>All uses 0700-1900</li> </ul>	Deliveries outside these hours subject to LPA approval
Hours of operation	<ul style="list-style-type: none"> <li>Employment uses 07:00 – 22:00</li> <li>Food/drink uses 06:00-00:00</li> </ul>	Operation outside these hours subject to LPA approval

**Table 4: Good Neighbour Zone Controls**

#### 4.3.2 Daytime Delivery Zone

Within the “Daytime Delivery Zone”, the controls set out below are proposed, subject to agreement/amendment, to be conditioned in the outline planning permission. This applies to the plots of land fronting the Dearne Valley Parkway where pub/restaurant and hotel or car showroom uses are anticipated which will not require night time deliveries. Should any use in this zone propose night time deliveries then this is subject to the specific agreement of the LPA.

Topic	Limit/Control	Note
Hours of deliveries	0700-2300	Deliveries outside these hours subject to LPA approval

**Table 5: Daytime Delivery Zone Controls**

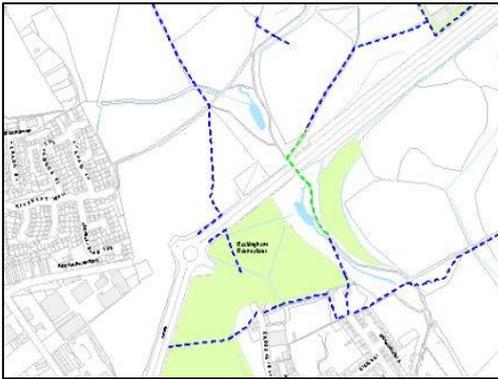
#### 4.3.3 Service Yard Boundaries

Besides the locations shown on the Parameters Plan for the provision of 1.8m close boarded (acoustic) fencing, it is also proposed that 2.5m acoustic fencing or walls will be constructed along boundaries to service yards which are in line-of-sight to existing residential properties. The precise location of such walls/fences will be identified at reserved matters stage as plot-specific proposals come forward.

Conformity to the limits and controls outlined above is subject to the Council’s approval of reserved matters or discharge of planning conditions. If non-conforming, the Council’s approval of reserved matters or discharge of planning conditions may prevail over the information set out above. Any condition to control the development in relation to the parameters, limits and controls set out above should include provision to amend the terms by agreement with the Council.

### 4.4 PUBLIC RIGHTS OF WAY

Barnsley Council information indicates that a public footpath crosses the application site in a broadly north-south alignment from the north corner to an access gate to the Dearne Valley Parkway see figure 4. Beyond the application site, the footpath route follows the edge of the highway to the Rockingham Roundabout from where it continues on the opposite side of the highway.



**Figure 4: Barnsley public rights of way map extract**

It is proposed that the section of this footpath between the north corner of the application site and the north side of the Rockingham Roundabout will be diverted to an alignment which broadly follows the western and northern boundaries of the site. This will provide a safe route without inconvenience to users. All necessary temporary or permanent diversion or stopping up orders will be sought in parallel with or pursuant to the determination of this planning application.

An informal footpath enters the development site from the residential area to the west. Inspection of aerial photography indicates that this is used by people to walk along the west and northwest boundaries of the site to the north corner of the site where it meets the formal footpath network. It is intended that this connection will be maintained within or adjacent to the application site as shown on the illustrative Proposed Site Plan.

#### 4.5 AREA CONTEXT

The application site is the first phase of the emerging proposals for the redevelopment of the former Rockingham Colliery site (Rockingham 1). The whole colliery site has been remediated to provide a platform for development.

The later phases of development (Rockingham 2 and Rockingham 3) have been identified for employment use within the emerging Local Plan (see figure 5). The timing of the later phases will depend on the progress of the Council's Local Plan, which is expected to be consulted upon later this year, and the draft Development Framework for the area (see section 7 of this statement).

## 5 ENVIRONMENTAL IMPACT ASSESSMENT SCREENING

### 5.1 SCREENING OPINION

A request for a screening opinion in respect of the proposed development was submitted to Barnsley Council on 12<sup>th</sup> June 2014 (Appendix A). The screening opinion letter advised that although the proposed development falls within Schedule 2 of the Environmental Impact Assessment (EIA) Regulations<sup>1</sup> the development proposals are not within an environmentally sensitive area, nor are they likely to have significant environmental effects by virtue of their characteristics, location or the nature of the potential impacts. The screening letter therefore concluded that the development proposals do not constitute EIA development.

### 5.2 COUNCIL'S RESPONSE

The Council has confirmed that an EIA is not required for this application (letter dated 25<sup>th</sup> June 2014 – Appendix B). The Council advised that:

*Whilst the subject site area of 5.2 ha exceeds the 5ha area above which the requirement for EIA is more likely, it is only marginally above this threshold. The development proposed would exceed 10,000sqm commercial floorspace but would not have significant urbanising effects in a previously non-urbanised area given its former use and wider setting.*

*The proposal is not of more than local importance, it is not in a sensitive or vulnerable location, and would not give rise to particularly complex impacts.*

### 5.3 UPDATE – AMENDED SCREENING CORRESPONDENCE

An amended screening letter was sent to Barnsley Council on 1<sup>st</sup> August 2014. This update explained some minor amendments to floorspace uses, and a slight reduction in the size of the application boundary. The red line has since been amended further to incorporate additional land to the north east of the main development area, which has potential for Sustainable Urban Drainage Systems (SUDS). This change does not impact on the built area of the development which will remain as detailed in the letter of 1<sup>st</sup> August 2014. See also the covering letter submitted with this application.

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<sup>1</sup> The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011

## 6 PRE APPLICATION CONSULTATION

A pre-application meeting was held at Barnsley Council on 17<sup>th</sup> June 2014. The meeting was attended by Lerina Pearson (Major Projects) and Joe Jenkinson (Development Management). The meeting focussed on the development proposals and their place in the wider context of the redevelopment of the Rockingham Colliery site.

The Council advised that the development proposals are acceptable in principle subject to the provision of detailed information. Joe Jenkinson advised that the development proposals would likely need to include some noise mitigation measures to protect residential amenity. Similarly, the Council advised that the application would need to demonstrate that the development proposals could be accommodated within the existing highway network.

The development proposals and application procedures were discussed and it was agreed that a hybrid application would be acceptable. Joe Jenkinson advised that any Section 106 Developer Contributions would likely be focused on infrastructure improvements. Notwithstanding this, the Council advised that they are currently seeking funding from the Sheffield City Region Investment Fund (SCRIF) to finance improvements to the M1/A61/A6195 junction.

It was agreed that the application will comprise the following documents:

1. Coal mining risk assessment;
2. Contaminated land assessment;
3. Design and access statement;
4. Ecology survey;
5. Sustainability Framework;
6. Flood risk assessment;
7. SUDS/foul & surface water drainage details;
8. Noise assessment;
9. Planning statement;
10. Statement of Community Involvement;
11. Transport assessment & draft travel plan;
12. Tree survey;
13. Air Quality Assessment.

It was agreed that leaflets would be distributed to neighbouring homes and businesses to inform them of the forthcoming development proposals. Further details are included within the Statement of Community Involvement which accompanies this application.

### 6.1 FURTHER PRE APPLICATION MEETING

A further pre application meeting was held with Steven Kirkham (Development Management) at Barnsley Council on the 5<sup>th</sup> August 2014. The content of the planning application was discussed and agreed and the draft layout plans tabled. It was agreed that Ward Councillors and the Local MP would be contacted to inform them of the development proposals. Subsequently a meeting was held with Ward Councillors on 18<sup>th</sup> August 2014. Details of this meeting and the consultation exercise undertaken are included in the Statement of Community Involvement which accompanies this application.

## 7 PLANNING POLICY CONTEXT

This section considers the national, regional and local planning policy context for this site.

### 7.1 DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that development should be in accordance with the approved Development Plan. The Development Plan for this site is the Barnsley Core Strategy (2011) and saved policies within the Barnsley Local Plan (2000).

The National Planning Policy Framework (NPPF), Draft Development Framework for Junction 36 Sites, Hoyland and draft Sites and Policies Development Plan Document (DPD) are also of relevance.

### 7.2 NATIONAL PLANNING POLICY CONTEXT

#### 7.2.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) provides details of national planning policy for England and Wales.

The NPPF introduced a presumption in favour of sustainable development. For decision taking, this presumption means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless:
  - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole;
  - or specific policies in the Framework indicate development should be restricted.

The NPPF sets out 12 core planning principles that should underpin both plan-making and decision-taking. The 12 principles include (inter alia):

- proactively driving and supporting sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth;
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- encourage the effective use of land by reusing previously developed land (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments; and
- actively manage patterns of growth to make the fullest possible use of public transport, walking

and cycling, and focus significant development in locations which are or can be made sustainable.

**Paragraph 19** of the NPPF states that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Therefore significant weight should be placed on the need to support economic growth through the planning system

**Paragraph 32** of the NPPF states that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

**Paragraph 37** of the NPPF states that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

**Paragraph 111** of the NPPF states that planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.

**Paragraph 116** of the NPPF states that opportunities to incorporate biodiversity in and around developments should be encouraged.

**Paragraph 121** of the NPPF states that the planning decisions should ensure the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining.

## 7.2.2 Planning Practice Guidance

**Paragraph 30<sup>2</sup>** of Planning Practice Guidance provides methodology for local authorities to consider current and potential future requirements for town centre and economic uses. The methodology includes:

- The recent pattern of employment land supply;
- Market intelligence;
- Market signals;
- The existing stock of employment land;
- The locational and premises requirements of particular types of business.

## 7.3 LOCAL POLICY CONTEXT

### 7.3.1 Barnsley Core Strategy 2011

**Policy CSP11** identifies 350 hectares of employment land across the region. The policy states that a five year supply of market ready sites will be maintained.

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<sup>2</sup> Reference ID: 2a-030-20140306

**Policy CSP19** states that existing employment land will be retained in order to safeguard existing or potential jobs. The redevelopment of employment land and buildings for non-employment uses will only take place if redevelopment would not result in a loss of existing jobs or employment potential; and there will still be an adequate supply of employment land in the locality.

**Policy CSP26** states that new development will be expected to be designed and built to provide safe, secure and convenient access for all road users. The policy states that if a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency of the highway for all road users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead.

**Policy CSP1** states that development will be expected to reduce the impact of growth on the environment and carbon emissions and seek to adapt to climate change by (inter alia) giving preference to the development of previously developed land in sustainable locations.

**Policy CSP2** relates to sustainable construction and states that all non residential development will be expected to achieve at least BREEAM standard of Very Good or equivalent.

**Policy CSP3** states that all development will be expected to use Sustainable Urban Drainage Systems (SUDS) on site.

**Policy CSP 4** states that flood risk will be reduced by (inter alia) not permitting development where it would be at unacceptable risk to flooding or would give rise to flooding elsewhere and requiring site specific Flood Risk Assessments (FRA's) for sites over 1 hectare in Flood Zone 1.

**Policy CSP 5** states that all new development of 10 or more dwellings or 1000sqm of non residential floorspace will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15% for applications submitted up to 2015, rising to 20% for applications submitted thereafter subject to such measures being practicable and not unacceptably prejudicing the viability of the development. The policy states that where it is not appropriate to incorporate such provisions within the development, an off site scheme, or contribution to such may be acceptable.

### 7.3.2 Barnsley Local Plan 2000 (Saved Policies)

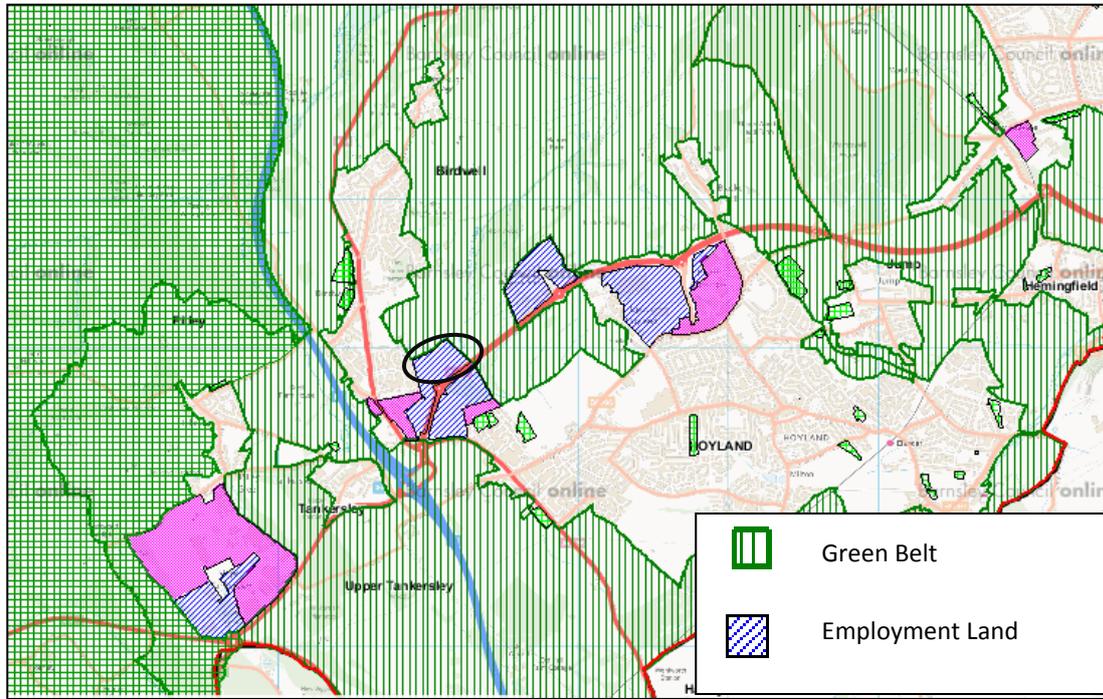
The site is identified for employment use on the Barnsley UDP proposals map (see figure 3).

**Saved UDP Policy HN3/2** refers to the Rockingham Employment site (of which Rockingham 1 forms part). The accompanying policy text states that a significant part of the land forms part of the Rockingham Opencast Coal Working site and will be compacted to a standard suitable for employment development. The policy also states that access to the employment land proposals will be taken directly from the Dearne Towns Link Road. Landscaping strips will be required to protect the amenity of residential properties.

**Saved UDP Policy T2** states that development will only be allowed if the additional demand for travel can be accommodated on the highway network without significant detriment to the environment or the safety and movement of vehicles and pedestrians using the network.

**Saved UDP Policy ED4** states that proposals for economic development adjoining or close to housing will be assessed with particular regard to the likely impact on residential amenity in terms of:

- Air pollution;
- Noise from operations on or traffic entering or leaving the site;
- Visually intrusive buildings, plant, fencing, lighting or outside storage.



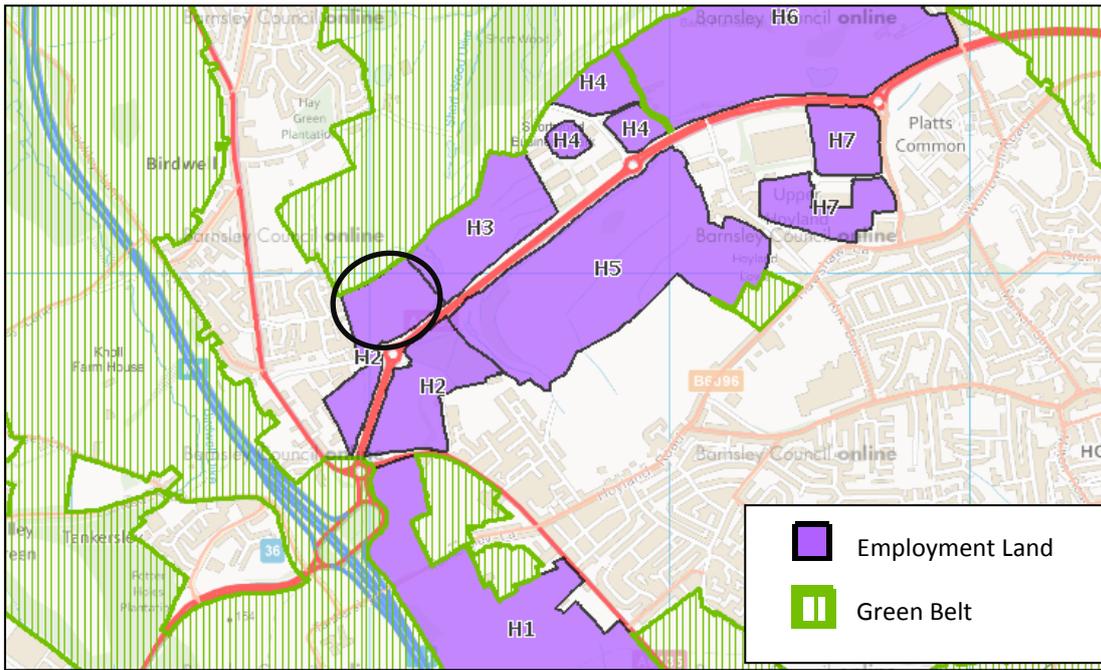
Key: Application site 

**Figure 5: Extract of UDP Proposals Map**

## 7.4 EMERGING LOCAL PLAN POLICY

### 7.4.1 Draft Development Sites and Places Development Plan Document (DPD) 2012

The site is identified for employment use within the draft Sites and Policies DPD (site reference H2). The DPD also identifies Rockingham Phases 2 and 3 for employment use (Site reference H3 and H5 - see figure 4). The Council consulted upon the Draft Sites and Policies DPD in summer 2012. A further round of consultation is due to take place later this year.



Key: Application site 

**Figure 6: Extract of draft Development Sites and Places DPD Proposals Map**

#### 7.4.2 Draft Development Framework – (M1) Junction 36 Sites, Hoyland, Barnsley

Barnsley Council has produced a draft Development Framework to guide development of the sites situated in the vicinity of Junction 36 of the M1. The framework provides advice on design, landscaping, highways and amenity. The key messages of the Framework can be summarised as follows:

- Plots closest to the Birdwell and Rockingham Roundabouts are prominent and are identified as having potential for higher value uses such as offices/hotel/service station etc.
- Ancillary uses will be considered where they are appropriate in style.
- The payment of any developer contributions will be not be sought earlier than anticipated if this puts a financial burden on the development.
- Development should use existing access points off the Dearne Valley Parkway roundabouts to create new internal roads to serve developments.
- Development will be expected to maintain and enhance the biodiversity and geological value of the site.
- High standards of design, layout and landscaping will be essential to ensure that the development of the sites is translated into a high quality employment environment.
- Development densities of 30-40% are anticipated for the sites as a whole.
- It is envisaged that land will progress based on market demand from occupiers. This would incorporate speculative development as appropriate.
- Site layouts should include provision for soft sustainable urban drainage systems (SUDS) such as swales, filtration trenches, ponds etc.
- All buildings should achieve BREEAM Very Good rating.



Figure 7: Extract of draft Development Framework Masterplan

## 7.5 SUMMARY

This section can be summarised as follows:

- The site is identified for employment use within the current Development Plan;
- The draft Development Framework for Junction 36 sites states that the principle of alternative/ancillary uses is considered to be acceptable in prominent locations (i.e. close to Rockingham Roundabout);
- National and Local Planning Policy promotes development of a high quality design on previously developed (brownfield land);
- New development should take into account the need to protect the amenity of existing residents;
- New development should provide all necessary transport infrastructure.
- New development should incorporate SUDS on site;
- New non residential development would be expected to achieve BREEAM rating Very Good, and;
- New development should incorporate energy efficiency measures to reduce carbon dioxide emissions to 15% for applications submitted up to 2015.

## 8 PLANNING ANALYSIS

This section reviews the key planning issues for this site and is structured as follows:

- Employment Uses
- Non Employment Uses
- Transport
- Residential Amenity
- Energy Efficiency
- Biodiversity and Landscape

### 8.1 EMPLOYMENT USES

The principle of employment use is accepted at this site. The site is identified for employment uses within the draft UDP (Saved UDP Policy HN3/2). This allocation has been carried forward into the draft Local Plan (site ref H2). The draft Local Plan recognises the need for an employment cluster at the M1 Junction 36 sites to bring forward key employment allocations. The Council has prepared a draft Development Framework for this area which recognises the importance of this area stating that the:

*M1 Junction 36 area offers a fantastic opportunity- it is a very strong location that is attractive to all employment uses.*

The development represents the first phase of the redevelopment of this area for employment use. The employment uses will include predominantly use class B1b/c (research and development/ light industry) and B8 (storage and distribution) with ancillary office space (use class B1a). Non employment uses (below) will also provide employment.

### 8.2 NON EMPLOYMENT USES

It is proposed to include a proportion of non employment uses at the site, including a hotel, car showroom/garage and food and drink uses. It is considered that these uses will be essential to the delivery and success of the site as a whole. Although, strictly classified as 'non employment' uses they will generate employment in a range of sectors.

The non employment uses proposed will facilitate the delivery of the application site. The draft Development Framework for Junction 36 sites states that:

*Plots closest to the Birdwell and Rockingham Roundabouts are prominent and are identified as having potential for higher value uses such as offices/hotel/service station.*

The non employment uses will provide essential support (and ancillary facilities) for the employment-led scheme and will not be the main function of the site, occupying only a proportion of the overall development. It is considered that the need for such uses and their complementary nature to the wider scheme will sustain and enhance the employment function of the site, increasing its market appeal and deliverability. It is considered that those imperatives, and the associated benefits of delivering an employment-led mixed use scheme in this highly prominent and accessible

location, will far outweigh any potential concerns regarding the minor loss of land for further employment uses. Accordingly, we highlight the following:

- A key objective of the Council is to progress development on the Junction 36 sites to create an employment cluster with associated jobs and economic prosperity.
- The NPPF states that the creation of jobs and prosperity, and thus sustainable economic growth, should not be constrained by the expectations of planning policy.
- To create an employment address, there is a need to respond to market expectations. This requires the right product, in the right place; part of the 'right product' involves providing a range of supporting facilities. In out-of-centre locations such as the application site, bespoke facilities are expected in order to attract businesses and cater for their employees and visitors.
- The development of the application site for the proposed uses will have wider positive benefits for existing development and forthcoming development of the Junction 36 sites. In this regard, the overall improvement of the area as an employment location will help to stimulate investment and ensure the future vitality of nearby businesses.
- The provision of supporting facilities within the scheme therefore provides a basis for enhancing the attraction of the employment development to the market, increasing the viability of the wider scheme, and assisting in its delivery.
- The supporting uses proposed will discourage the need for workers to travel off-site, in accordance with the principles of sustainable development, and will create a sense of place and function. As these uses are primarily there for the on-site employees, they will not generate traffic and will actually serve to reduce daily vehicular trips generated by the development, which may otherwise be undertaken during the day, particularly around lunchtime.
- As a consequence, the economic contribution of the proposed scheme can be captured and optimised.

### 8.2.1 Hotel (C1)

The proposed hotel development will perform a supportive and complementary function within the wider employment-led scheme, serving the over-night accommodation needs of the business visitor; whilst providing a facility which is attractive to visitors by virtue of its prominent and accessible location. As such, the proposed hotel development will cater for a different customer-type relative to existing provision in Barnsley and other nearby centres. The development parameters allow 2,700 sqm of hotel floorspace and the illustrative Proposed Site Plan indicates that the hotel will be located on a prominent plot close to the Rockingham Roundabout. The hotel will be a maximum of 3 storeys in height. The nature of the proposed hotel development is anticipated to be budget/business, serving a functional need in providing for the business visitor, which will mean that the development will draw trade from a dispersed catchment area (often from beyond the Barnsley conurbation), namely:

- visitors to existing and proposed employment uses;
- existing and proposed worker populations (whom may not be resident in the local area), and;
- passers-by.

Paragraph 30<sup>3</sup> of National Practice Guidance provides criteria for town centre uses including:

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<sup>3</sup> Reference ID: 2a-030-20140306

- Market intelligence;
- Market signals - sometimes market demand will exist in very precise locations; this may be due to prominence or accessibility.
- The locational and premises requirements of particular types of business – tourism developments have the potential to create jobs, improve physical appearance, and support local businesses and services.

It is anticipated that either a hotel or car showroom could be delivered at the site (see proposed site plan).

### 8.2.2 Food & Drink (A3/A4)

The number of new job opportunities created by the development, and anticipated future development of the Junction 36 sites, necessitates a choice of food and drink facilities. As well as satisfying the increased demand for such facilities arising from the wider scheme, ancillary provision at the application site will serve to attract occupiers by virtue of its consolidated, mixed use offer. The development parameters allow up to 1,900sqm of food & drink floorspace to be provided which would be located around the main entrance to the site. It is anticipated that these facilities would be in the format of a drive through style restaurant and public house/restaurant. It is considered that these uses will not be of a sufficient scale or proximity to materially harm the vitality and viability of the nearest centres. To that end, the supporting nature of the food and drink facilities proposed will ensure that they perform a bespoke role for users of the employment development and draw trade from a disperse catchment area, namely:

- visitors to proposed employment uses;
- existing and proposed worker populations (whom may not be resident in the local area);
- users of the on-site hotel (as proposed);
- local people and passers-by.

Whilst we accept that (in theory) the food and drink facilities proposed could potentially be disaggregated and developed independently, in more sequentially-preferable locations, this would not satisfy the identified need for such facilities as part of a wider scheme. The clear need to provide employees and visitors with onsite food and drink facilities, so as to reduce the need to travel and to address qualitative deficiencies in the area, should therefore outweigh any potential concerns. This will also help to create a business address and facilitate the delivery of the masterplan concept in accordance with the draft Development Framework for the Junction 36 sites.

### 8.2.3 Car Showroom including MOT Repair Garage

Although not an identified town centre use, a car showroom does not form part of the use class order. It is therefore classed as sui generis and requires planning permission in all cases. It is considered that this type of use in an accessible location, and in a prominent position at the site (adjacent to the Dearne Valley Parkway) will enhance the existing area and complement the other uses proposed at the site. Any MOT/Repair Garage part of the scheme may be classified as B2 (general industry). It is considered that a small element of this use in the identified location will not have any detrimental impact on the surrounding area. As detailed in section 8.2.1 it is anticipated that either this use or the hotel will be delivered (see illustrative Proposed Site Plan).

### 8.3 TRANSPORT

The proposed development will provide a new spine road from the existing spur of the Rockingham Roundabout. The accompanying Transport Assessment provides analysis and demonstrates that the increased level of traffic can be accommodated within the existing highway network.

Notwithstanding the wider plans for the Rockingham Colliery site and other sites around Junction 36 Rockingham 1 is a stand alone site and therefore is unlikely to trigger requirements for additional highway works earmarked for the later phases of development (i.e. enhancements to the local network which are currently the subject of SCRIF funding).

### 8.4 NEIGHBOURING AMENITY

A noise assessment has been undertaken for the development proposals and is submitted with the application. The assessment found that the proposed mitigation measures and parameters will ensure that that noise impacts of the development would be minimal (see section 4.3 Development Parameters). Within a 'good neighbour zone' landscape buffer planting and close boarded (acoustic) fences will be incorporated and the use/operation of premises will be subject to additional controls.

The scale and massing of the buildings has been carefully designed to be broadly in keeping with the surrounding area. The buildings will be 2-3 storeys high and the non employment uses will likely be situated adjacent to the Dearne Valley Parkway and entrance road to provide interest in the street scene. Further detail is included within the Design and Access Statement which accompanies this application.

It is therefore considered that the proposed development will have a limited impact on residential amenity.

### 8.5 FLOOD RISK AND DRAINAGE

Land within the planning application boundary to the northeast of the proposed development area is identified for the provision of a Sustainable Urban Drainage System subject to topographical and engineering assessment which is on-going at the time of submission. The scheme is anticipated to incorporate a swale and pond(s) suitable to attenuate the surface water drainage flows from the development site before out-flow to the existing watercourse in this location. Full details will be submitted for approval and will include an operational assessment and maintenance provisions.

The swales and ponds proposed in this area will be landscaped and planted to maximise the amenity and biodiversity benefit of the system. Should topographical or engineering constraints prevent creation or limit the operation of a SUDS system in this location, then an on-site drainage system will be proposed for agreement with the Council.

### 8.6 ENERGY EFFICIENCY

National Planning Policy and Core Strategy policies CSP1, CSP2 and CSP5 relate to climate change and energy efficiency. Policy CS2 requires non residential development to meet BREEAM rating Very Good. Policy CSP 5 of the Core Strategy states that states that all new development of 1000sqm of non residential floorspace will be expected to incorporate decentralised, renewable or low carbon

energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15%.

As the development will be led by occupier business requirements, the precise timing, sequence and duration of the phasing is not specified. As the occupier businesses are not yet known (save for the prospective drive-through restaurant and pub-restaurant operators), neither are the quantum and split of uses (i.e. light industrial, storage & distribution, ancillary/supporting), plot size, building size or operational requirements. It is therefore key to retain flexibility for the design and specification of the development plots/phases to accommodate occupier businesses. The Sustainability Framework (appended to this Statement) provides details of how this target will be met and is intended to steer the detailed development proposals which come forward.

## 8.7 BIODIVERSITY AND LANDSCAPE

National Planning Policy together with the Draft Development Framework for the Junction 36 sites state that development will be expected to maintain and enhance the biodiversity and geological value of the site. In the response to the EIA Screening letter the Council acknowledged that the development site has little ecological value. Notwithstanding this, a range of ecological surveys have been undertaken. The proposed mitigation measures are detailed within the report.

The creation of a sustainable drainage scheme will provide opportunities to enhance the 'off-site' landscape for habitats and biodiversity, full details of which will be provided upon completion of technical assessments.

## 9 SOCIO ECONOMIC ANALYSIS

### 9.1 INTRODUCTION

This section sets out in brief the existing socio-economic profile of Barnsley and provides an indication of the likely socio-economic contribution the proposed development will make in terms of jobs, skills, private investment, profile and physical environment.

### 9.2 EXISTING SOCIO-ECONOMIC PROFILE

#### 9.2.1 Demographics

The 2011 Census indicates that the total residential population of Barnsley is 227,600. The Office for National Statistics (ONS) predicts that the population will rise to 244,700 by 2020. 64% of the population in Barnsley is within the 16-64 (working age) range. This is comparable with figures for Yorkshire and Humber as a whole (also 64%). Projections from ONS show that the proportion of the population in Barnsley aged 65 or over will rise by 3% by 2020.

#### 9.2.2 Employment and Skills

74% of the population in Barnsley are economically active. This is 2.2% lower than the average in England (76.2%). Similarly, the unemployment rate in Barnsley (10.9%) is also higher than the average in England 7.8%.

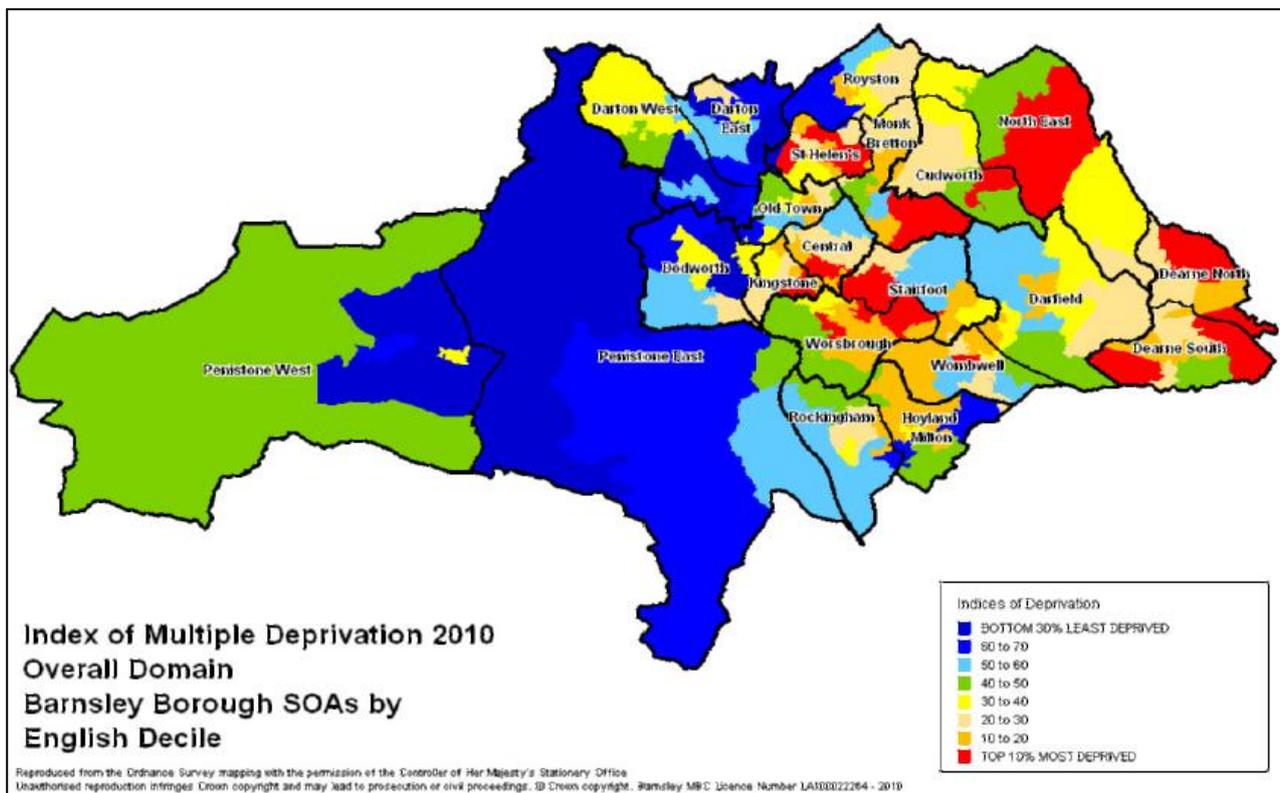
Turning to consider the skill profile of the area, 13.5% of Barnsley's working age population has no qualifications, a higher proportion than Yorkshire and Humber (12.8%) and England (11.1%). Further, the proportion of people educated to NVQ level 4 (Degree level) or above is 19.2% which is significantly lower than Yorkshire and Humber (26.4%) and England (31.1%).

The development of Rockingham will provide new opportunities for employment and training that will contribute to improving both the unemployment rates and the up-skilling of Barnsley and the wider population.

#### 9.2.3 Deprivation

The Index of Multiple Deprivation (IMD) combines a number of economic, social and housing indicators into a single deprivation score for each small area in England thus allowing them to be comparatively ranked according to their level of deprivation nationally. The 2010 IMD ranks Barnsley as the 47<sup>th</sup> most deprived local authority out of 326 in England, placing it within the 15% most deprived local authorities nationally.

Whilst the Rockingham ward is within an area of the Borough that sits outside the 10% most deprived areas nationally, there are pockets within the ward which suffer from high levels of deprivation.



**Figure 8: Index of Multiple Deprivation**

### 9.3 IMPACT ASSESSMENT

The impact assessment is undertaken on the basis of the mix/quantum of uses shown on the illustrative Proposed Site Plan (see table 3) as this represents the most reasonable assumption. Please note that the calculated impact and output estimates would vary according to any variation in the actual mix/quantum of uses coming forward.

The proposed development at Rockingham 1 comprises up to 10,920 sqm of employment floorspace (B1 a/b/c, B2, B8), 1,870 sqm food and drink (A3/A4/A5) floorspace, 1,860 sqm car showroom (sui generis) and/ or a hotel. It is anticipated that the development will have a number of positive socio-economic benefits on Barnsley, the other surrounding local authorities and the wider sub region. These are considered below.

#### 9.3.1 Quantitative Benefits

The proposed development at Rockingham 1 will create a number of quantitative benefits including new employment floorspace, private sector investment and employment opportunities. Figure 8 below provides a high level desk based estimate of these benefits based on DTZ experience and analysis and nationally recognised guidance.

It is important to note that as every employment development and every occupier requirement and operation will be different it is not possible to provide definitive quantitative output figures for such a scheme. However, the figures below provide a 'best estimate' based on recognised industry

standards and assumptions compiled and refined through the analysis of previous developments. The industry standard average calculations are used.

The analysis does not take into account the effects of deadweight, displacement or leakage at this stage. However it can be assumed that there will be no or very limited deadweight as these outputs would not occur in this location without the development going ahead. Although a proportion of displacement will naturally occur in terms of existing jobs and spend relocating from elsewhere within the target beneficiary area, and leakage in terms of the jobs and spend benefiting surrounding boroughs, in particular Sheffield and Rotherham, the uplift in positive outputs created within Barnsley will be significantly higher than those shifted through displacement effects.

Type of Development	Maximum Floorspace (Sqm) 1	Construction Cost (£) 2	Construction Jobs 3	Tenant Jobs Potentially Accommodated 4	Supply Chain and Income Multiplier Jobs 5
B1c - Light Industrial / R&D	4,193 sqm	£2,448,712	30	76	33
B8 - Storage and Distribution	6,178 sqm	£2,471,200	31	93	41
B1 – Ancillary Office Space (5%)	545 sqm	£627,295	8	39	17
A3/A4 - Food and Drink	1,869 sqm	£3,228,146	79	94	36
<b>Unit 7 – Option for Car Showroom or Hotel</b>					
Option 1: Car Showroom / Garage	1,858 sqm	£1,575,584	39	19	7
Option 2: C1 – Hotel	2,700 sqm	£3,588,300	45	30	11
<b>Total Option 1</b>	<b>14,643 sqm</b>	<b>£10,350,937</b>	<b>188</b>	<b>319</b>	<b>134</b>
<b>Total Option 2</b>	<b>15,485 sqm</b>	<b>£12,363,653</b>	<b>193</b>	<b>331</b>	<b>138</b>

**Table 6: Rockingham Job Estimates**

Source: DTZ, Homes and Communities Agency (HCA)

<sup>1</sup> Based on illustrative Masterplan (see proposed site plan 11462-111H)

<sup>2</sup> Based on Building Cost Information Service (BCIS) analysis

<sup>3</sup> Based on DTZ building and economic experience and analysis and Construction Skills Labour Coefficients 2012

<sup>4</sup> Based on HCA Employment Densities Guide (2010)

<sup>5</sup> Based on English Partnerships Additionality Guide 2008

The estimated quantitative socio-economic benefits of the Rockingham 1 proposals (illustrative development mix/quantum) can be summarised as follows:

- **New Employment Floorspace** – The development will create up to 10,916 sqm of new high quality employment over an estimated 5 to 10 year period. This space will support the attraction

of new businesses to the area, facilitate the expansion of existing businesses and help to ensure that existing businesses are able to be retained in Barnsley.

- **New Retail and Leisure Floorspace** – Totalling 3,727 sq m should the car showroom be delivered or 4,569 sq m if a hotel is brought forward. These uses will attract additional occupiers and footfall to the development and will support the market attractiveness of the employment space through the provision of a wider offer.
- **Private Sector Investment** – The construction of the proposed development alone will attract in the order of £10.35 to £12.36 million of private sector investment into the area depending on the option brought forward. This will benefit local supply chains and generate additional spend within Barnsley and the surrounding local authorities beyond.
- **Temporary Construction Jobs** - The latest data from the Construction Skills Network (2012) indicates the average turnover per worker on a construction project to be in the region of £40,300. Using industry standard Building Cost Information Service (BCIS) figures to estimate the total cost of construction based on the proposed floorspace for each use class and a hypothetical 'continuous construction period' of 1 year for the hotel/car showroom, pub and restaurant, and 2 years for the B1b/c and B8, the total development is estimated to create in the region of 188 to 193 FTE construction jobs of 1 full year in duration.
- **Permanent Tenant Jobs** – Upon completion of the full quantum of the new employment, retail and leisure floorspace it is estimated that the development may accommodate in the order of 319 to 331 employees within the tenanted businesses, many of whom are likely to be resident within Barnsley. It is hoped that local labour initiatives will help to ensure that local communities, some of which are suffering from high levels of deprivation, witness the benefit of the new employment opportunities. Should the development deliver a lower overall quantum of floorspace or provide a different mix of the permitted uses, then the estimated job and socio-economic output figures will naturally change from those stated here.
- **Supply Chain and Income Multiplier** – The development at Rockingham will add to the local economy through its contribution to wealth generation and the distribution of local spend in a number of ways:
  - Direct purchase of goods and services - the redevelopment process will likely provide direct benefits to local suppliers during the construction phase in the form of labour and materials. We can estimate that the total construction costs will be spent on a 35:65 labour to supplier/materials ratio equating to approximately £3.62 to £4.33 million labour and £6.73 to £8.04 million supplier/materials spend over the development period. Evidence from the Scottish Government on employment multipliers indicates that at 1.78, the construction employment multiplier is relatively high given a strong reliance on domestic supply chains due to high weight to volume transportation costs. This would suggest that the Rockingham development would support an additional 148 jobs within the construction supply chain over the course of the development and that the majority of construction labour and a significant proportion of materials are likely to be purchased within Barnsley and the surrounding local authority areas

- Indirect purchase of goods and services - local shops and services are likely to benefit from spending by the influx of construction workers during construction. Following development, there is potential for additional local spend from the estimated 319-331 employees that could be based at the Rockingham 1 site.
- The multiplier effects have been estimated on the permanent (tenant) job numbers via English Partnerships (now the Homes and Communities Agency – HCA) Additionality Guidance (2004) composite multipliers for the different proposed uses which indicates that the Rockingham 1 development could support 134-138 jobs across the North West region through the local supply chain and additional spend in the local economy.

## 9.4 QUALITATIVE BENEFITS

In addition to the quantifiable benefits accrued by the development, the scheme will also provide a number of qualitative socio-economic benefits as follows:

- **Enhanced Profile as a Business Location** – The proximity of the development to Junction 36 of the M1 and its profile as the first phase of large scale development will help to raise the profile of Rockingham and Barnsley as a high quality business location. This enhanced profile may present opportunities to attract new businesses to the area, which in turn, may indirectly result in new jobs and new residents moving into the community
- **Improvement in the Physical Environment** - The proposals will include high quality landscaping and amenity measures which will complement and minimise the physical impact of the new employment development. It will also provide a attractive employment setting for businesses and employees at Rockingham 1.
- **Up-Skilling of the Workforce** – The Rockingham development will not only create new jobs but it is anticipated that over time the development could significantly contribute to the up-skilling of the workforce through new education and training opportunities. This could result in an increase in average staff incomes, thus increasing disposable incomes and potentially local spend
- **Improved Access to Employment Opportunities** – The Rockingham development will support enhanced access to employment opportunities to some of the most deprived communities in the surrounding areas through the provision of improved and access by foot and cycle to the site.

## 9.5 SOCIO-ECONOMIC CONCLUSIONS

The proposed development can be seen to have numerous quantitative and qualitative socio-economic benefits to Barnsley.

Whilst this assessment does not seek to identify the number of new jobs created it does estimate that (upon completion of the full development at the primary mix of uses identified) up to approximately 319 to 331 jobs could be accommodated within the 14,643 to 15,485 sq m of new floorspace created within the illustrative masterplan, with further additional opportunities for jobs and spend created during both the construction phase of development (c.188-193 full time jobs of 1 year duration) and through the ongoing composite supply chain and income multiplier effects (c.134-138 jobs).

The opportunities presented in terms availability and accessibility to employment during both the construction phase and on completion of the development should help to alleviate the relatively high levels of deprivation and unemployment within some of the surrounding local authorities and communities. Opportunities for up skilling through training and education are also likely to be available which will support the improvement in Barnsley's existing skills profile.

The attraction of new businesses and scale of job opportunities created at the site should also help to attract new working age residents to settle within the surrounding area, thus helping to reverse the relative modest growth of this population in this area and improve its future economic fortunes. Improved accessibility and quality of open space through the creation of a new park and ecological corridor will support health and well being, whilst improving the attractiveness of the local area as a place to live and work.

The development itself, together with all of its associated socio-economic benefits, will help enhance the profile of Barnsley as a high quality business location which could result in the attraction of further investment in the area – both from new businesses and those within the supply chain.

Ultimately, these quantitative and qualitative socio-economic benefits will result in new jobs and increased spend within the local economy and help to secure a more sustainable economic future for the area.

## 10 CONCLUSIONS

The report can be summarised as follows:

- The proposed development is a hybrid planning application and seeks outline planning permission for commercial development comprising B1/B2 and B8 uses, together with complementary uses including a hotel (C1) and/or car showroom (sui generis) and food and drink uses (A3/A4/A5). A Full planning permission is sought for the spine road and associated infrastructure (2 phases).
- The development represents the first phase of the redevelopment of the former Rockingham Colliery.
- The site will be accessed via a new spine road which will connect to the Dearne Valley Parkway via Rockingham Roundabout
- An EIA screening opinion was sought. The Council confirmed that the proposals do not constitute EIA development;
- Pre application meetings were held with the Council on 17<sup>th</sup> June 2014 and 5<sup>th</sup> August 2014. The principle of the proposed development was considered broadly acceptable subject to detail;
- The site is allocated for employment use within the Barnsley UDP, this allocation has been carried forward into the draft Local Plan;
- The Draft Development Framework for Junction 36 Sites identifies the potential for alternative (non employment uses) at prominent locations at the Rockingham and Birdham Roundabouts.
- The non employment uses will complement the overall development;
- The accompanying Transport Assessment illustrates that the site can be accommodated within the existing external highway network;
- SUDS will be provided in the northeast area of the site;
- A Sustainability Statement will be submitted with each plot/phase of development, and;
- The development will create between 319-331 jobs, including 188 in construction and 134 through the supply chain.

It is therefore considered that the proposed development is acceptable and should be determined favourably.

# APPENDIX A – SUSTAINABILITY FRAMEWORK

## 10.1 INTRODUCTION

The Rockingham 1 application seeks outline planning permission for a mixed-use employment development comprising up to 16,000sqm of floorspace over approximately 6ha of land. The development will be delivered on a phased basis via the submission of reserved matters for development plots within the site. The development is anticipated to take place and be completed within a period of 2-5 years from grant of outline planning permission. As the development will be led by occupier business requirements, the precise timing, sequence and duration of the phasing is not specified. As the occupier businesses are not yet known (save for the prospective drive-through restaurant and pub-restaurant operators), neither are the quantum and split of uses (i.e. light industrial, storage & distribution, ancillary/supporting), plot size, building size or operational requirements. It is therefore key to retain flexibility for the design and specification of the development plots/phases to accommodate occupier businesses.

Harworth Estates is fully committed to the sustainability of the Rockingham development in environmental, social and economic terms. The design, construction and operation of the development will incorporate measures to promote this sustainability without compromising the viability or deliverability of the development. As such, it is not considered appropriate to be prescriptive of the environmental sustainability measures to be incorporated into the design of the development phases. Instead, it is proposed that the plots/phases of development achieve a rating of BREEAM very good which will demonstrate conformity to relevant sustainability policies. Where this is not proposed or cannot be achieved, then a framework of sustainability topics is set out to guide the design and construction of the development plot/phase to allow the local planning authority to assess the detailed proposal against planning policy and other material considerations. This framework is supplementary to the Rockingham Phase 1 Design and Access Statement prepared by Harris Partnership and submitted with the planning application.

## 10.2 BREEAM / SUSTAINABILITY

Barnsley Council planning policy CSP2 states that the Council expects development proposals for non residential use to achieve the “very good” BREEAM rating (or equivalent). Planning policy relating to sustainable design and construction is detailed in the Planning Statement and summarised in schedule 1 below.

Each plot/phase of development at Rockingham Phase 1 brought forward through reserved matters of the outline planning permissions will be encouraged to achieve a BREEAM rating of “very good” or better. Where this is achieved it will satisfy the sustainable design and construction elements of local planning policy CSP2.

<b>Barnsley Core Strategy (Adopted September 2011)</b>	
Policy CSP1	<p><b>Climate Change</b></p> <p><i>Development will be expected to:</i></p> <ul style="list-style-type: none"> <li>• <i>reduce and mitigate the impact of growth on the environment and carbon emissions</i></li> <li>• <i>ensure existing and new communities are resilient to climate change</i></li> <li>• <i>harness the opportunities that growth, and its associated energy demands, brings to increase the efficient use of resources through sustainable construction techniques and the use of renewable energy</i></li> </ul> <p><i>We will take action to adapt to climate change by:</i></p> <ul style="list-style-type: none"> <li>• <i>giving preference to development of previously developed land in sustainable locations</i></li> <li>• <i>locating and designing development to reduce the risk of flooding</i></li> <li>• <i>promoting the use of sustainable drainage systems</i></li> <li>• <i>promoting investment in Green Infrastructure to promote and encourage biodiversity gain.</i></li> </ul>
Policy CSP2	<p><b>Sustainable Construction</b></p> <p><i>Development will be expected to demonstrate how it minimises resource and energy consumption, compared to the minimum target under current Building Regulations legislation, and how it is located and designed to withstand the longer term impacts of climate change.</i></p> <p><i>All non-residential development will be expected to achieve at least BREEAM standard of 'very good' or equivalent.</i></p>
Policy CSP5	<p><b>Including Renewable Energy in Developments</b></p> <p><i>All development (either new build or conversion) of 1000sqm of non-residential floorspace will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15% for applications submitted up to 2015, rising to 20% for applications submitted thereafter subject to such measures being practicable and not unacceptably prejudicing the viability of the development.</i></p> <p><i>Where it is not appropriate to incorporate such provisions within the development, an off site scheme, or contribution to such may be acceptable.</i></p>

**Schedule 1: Policy Context**

A Sustainability Statement should be submitted with the reserved matters applications for each plot/phase of development. This Statement should be used to demonstrate conformity to BREEAM “very good” or better (with use of a BREEAM Pre-Assessment Estimator as appropriate) and/or to set out the sustainable design, construction, operation and energy efficiency measures incorporated in the proposal.

Where it is proposed that a plot/phase of development is not subject to BREEAM assessment or is unable to achieve a rating of “very good” or better, then the reserved matters submissions will be supported by sufficient detail of the sustainable design, construction, operation and energy efficiency of the development to allow the local planning authority to determine the application against relevant policy and material considerations. This information should include (but is not limited to) that listed in schedule 2 below.

As outlined above, as the actual use and nature of the development to come forward is not known at this outline planning stage a meaningful energy assessment and carbon budget cannot be provided in accordance with Bolton Core Strategy Policy CG2. As appropriate, these should be included in the Sustainability Statement provided on a plot-specific basis with the details of each proposed phase of development.

<p><b>Management</b></p> <ul style="list-style-type: none"> <li>• Commissioning</li> <li>• Construction site impacts</li> <li>• Security</li> </ul>	<p><b>Health and Wellbeing</b></p> <ul style="list-style-type: none"> <li>• Daylight</li> <li>• Occupant thermal comfort</li> <li>• Acoustics</li> <li>• Indoor air and water quality</li> <li>• Lighting</li> </ul>
<p><b>Energy</b></p> <ul style="list-style-type: none"> <li>• CO2 emissions</li> <li>• Low or zero carbon technologies</li> <li>• Energy sub metering</li> <li>• Energy efficient building systems</li> </ul>	<p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• Public transport network connectivity</li> <li>• Pedestrian and Cyclist facilities</li> <li>• Access to amenities</li> <li>• Travel plans and information</li> </ul>
<p><b>Water</b></p> <ul style="list-style-type: none"> <li>• Water consumption</li> <li>• Leak detection</li> <li>• Water re-use and recycling</li> </ul>	<p><b>Materials</b></p> <ul style="list-style-type: none"> <li>• Embodied life cycle impact of materials</li> <li>• Materials re-use</li> <li>• Responsible sourcing</li> <li>• Robustness</li> </ul>
<p><b>Waste</b></p> <ul style="list-style-type: none"> <li>• Construction waste</li> <li>• Recycled aggregates</li> <li>• Recycling facilities</li> </ul>	<p><b>Land Use and Ecology</b></p> <ul style="list-style-type: none"> <li>• Site selection</li> <li>• Protection of ecological features</li> <li>• Mitigation/enhancement of ecological value</li> </ul>
<p><b>Pollution</b></p> <ul style="list-style-type: none"> <li>• Refrigerant use and leakage</li> <li>• Flood risk</li> <li>• NOx emissions</li> <li>• Watercourse pollution</li> <li>• External light and noise pollution</li> </ul>	<p><b>Innovation</b></p> <ul style="list-style-type: none"> <li>• Exemplary performance levels</li> <li>• Use of BREEAM Accredited Professionals</li> <li>• New technologies and building processes</li> </ul>

from BREEAM Industrial 2008 v4.1 2012

**Schedule 2: Summary of BREEAM Categories and Main Issues**

### 10.3 RENEWABLE ENERGY IN NEW DEVELOPMENTS

It is anticipated that the incorporation of decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15% will be considered as part of the Sustainability Statements to be prepared for reserved matters submissions in accordance with policy CSP5.

Consideration of all 'sustainability features' (including but not limited to those stated above) is subject to technical constraints, compatibility with development function and viability/deliverability.