

PLANNING STATEMENT

**Land West of Sheffield Road, Hoyland
(Local Plan site ref: ES13)**

Newlands Developments Ltd

Job No: 191HA800

DEVELOPMENT & PLANNING | LEEDS

December 2019



**CUSHMAN &
WAKEFIELD**

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1. Introduction

- 1.1 Cushman & Wakefield (C&W) has been instructed by Newlands Developments Ltd to prepare a hybrid planning application with detailed permission sought for a new distribution centre (use class B8), drainage infrastructure, new link road linking with the Hoyland South Masterplan area and Birdwell roundabout, associated earthworks and outline planning permission for (71,515sqm) of employment uses (use class B1/B2/B8) at land west of Sheffield Road, Hoyland, Barnsley.
- 1.2 The detailed element of the permission relates to a distribution centre for Hermes - one of the UK's largest parcel delivery companies.
- 1.3 The application proposals will generate over 2,000 new jobs (in total) with 800 jobs generated at the Hermes distribution centre.
- 1.4 This Planning Statement will consider the planning context for the site (including the planning policy context) and will provide analysis of the development proposals.
- 1.5 Accordingly, this report is structured as follows:
 - Site and Surroundings (including planning history):
 - Pre Application Discussions: Section 3;
 - Development Proposals: Section 4;
 - Review of Planning Policy: Section 5;
 - Analysis: Section 6, and;
 - Summary: Section 7.

2. Site and Surroundings

The Site

- 2.1 The proposed application site includes land to the west of Sheffield Road, Hoyland. The application site is part of a wider Local Plan allocation for employment land (Barnsley Local Plan site ES13 – see figure 1 below and Site Location Plan at Appendix A).
- 2.2 The total area of the application site is 53.50 hectares. The site will be accessed via a new access road from Birdwell Roundabout at Junction 36 of the M1.
- 2.3 The site is part of a former colliery and is currently vacant. The majority of the site is currently in agricultural use. A small part of the application site incorporates the Rockingham Sports Facility and specifically the football pitch and archery (this will be relocated as part of the wider Hoyland West Masterplan proposals).
- 2.4 Site ES13 is within the Hoyland West Masterplan area (see figure 1 below). The Hoyland West Masterplan Framework also includes site HS57 (allocated for residential development in the adopted Barnsley Local Plan).

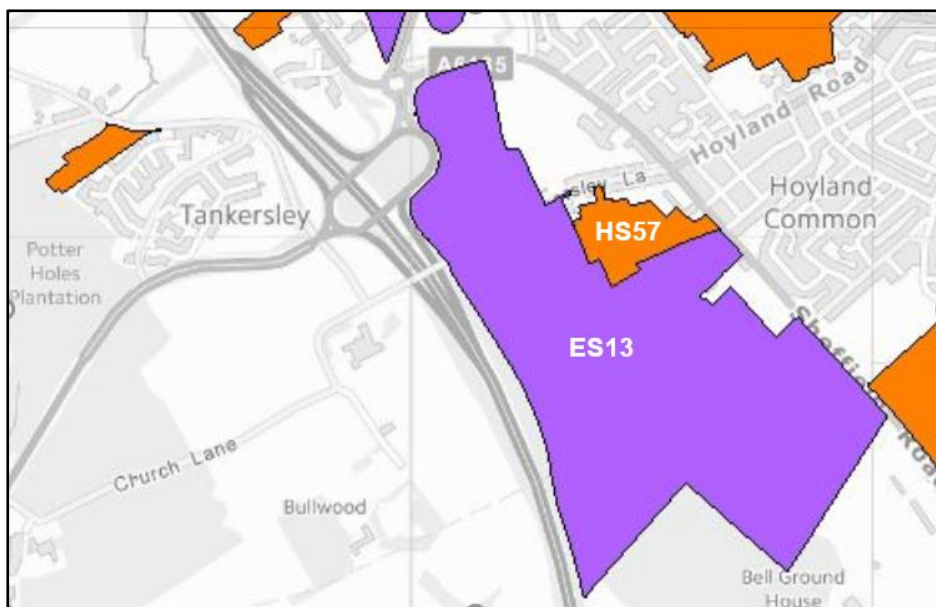


Figure 1: Extract of Local Plan Proposals Map.

- 2.5 The application site is within an area at low risk of flooding (flood zone 1)¹.

Hermes – Barnsley

- 2.6 From its inception in 1974 Hermes has grown to be one of the largest of the UK's largest parcel delivery companies. In 2014 Hermes became the first UK delivery firm to offer a 7 day a week parcel delivery service. Currently, Hermes has 2 parcel hubs and 28 depots, 18,000 couriers and 3,700 employees. The new Hermes parcel hub ('Mega hub') proposed in Barnsley (and the subject of this planning application) would generate £41 million in investment plus a 20 year lease commitment. The proposals will generate up to 800 jobs with 500 permanent employee contracts. Of these, there will be a number of a number of management staff with pay grades

¹ As identified on the Environment Agency's website.

of between £23K-£80K. Training opportunities and career development will also be promoted at the site.

Surrounding Area

- 2.7 To the west of the site is the M1 motorway with agricultural land beyond this. To the south is agricultural land and land allocated for residential use (Hoyland South Masterplan area - see figure 3, p10). To the east (beyond Sheffield Road) is residential development and to the north is land allocated for employment use (Hoyland North Masterplan area).

Planning History

- 2.8 A search of the online planning register has been undertaken. There are no relevant planning application records for this site.

3. Pre Application Discussions and Public Consultation

- 3.1 The development proposals for Hoyland West have evolved in tandem with the preparation of the Hoyland West Masterplan Framework, as site ES13 is included in the Masterplan boundary. The Hoyland West Masterplan Framework has been subject to a six week consultation period (between 7th May and 18th June 2020). Further details of the public consultation and feedback received are provided in the Statement of Community Involvement which accompanies this application.

Meetings with Barnsley Metropolitan Borough Council (BMBC)

- 3.2 Regular meetings have been held with BMBC to discuss the development proposals, including a presentation to the BMBC Design Panel on 2nd April 2020². The following issues were discussed as part of these meetings.
- It was agreed that the application will be subject to a Planning Performance Agreement (PPA).
 - It was agreed that the development proposals are EIA development and therefore an Environmental Statement (ES) will be required as part of the application;
 - It was agreed that the Hoyland West Masterplan area will be considered cumulatively with the proposed development in the ES;
 - It was agreed that a Scoping Report would be submitted for the application (the matters to be scoped into the ES were discussed as part of the meeting³) to allow BMBC to adopt a Scoping Opinion;
 - It was agreed that the planning application would be twin tracked with the preparation of the Hoyland West Masterplan. However, the application will not be determined until the Masterplan has been adopted. It was agreed that the target date for adoption of the Masterplan would be early September and determination of the application would follow in the latter half of September.
 - It was agreed that the Hoyland West Masterplan would be consulted upon for 6 weeks (7th May to 18th June 2020) and that the consultation would be an exclusively online consultation (due to the COVID 19 situation) with presentation boards and information provided via BMBC's website⁴. It was also agreed that an online question and answer session would take place to allow members of the public to ask questions of the applicant's consultants and the Council.
 - It was agreed that the Council will target a 13 week determination for this application.

² Further detail on the design panel is included in the Design and Access Statement which accompanies this application.

³ The Scoping Report was submitted to BMBC on 29th May 2020 and is currently being considered by the Council.

⁴ <https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-new-local-plan/hoyland-west-masterplan-framework/>

4. Development Proposals

4.1 Planning Permission is sought for the following:

Hybrid planning application for a development of employment uses (B1, B2 and B8), new link road, associated works including provision of internal access roads, drainage and landscaping

1. Outline with all matters reserved apart from means of access for up to 71,515 sq.m of employment uses (B1, B2, B8).
2. Full application for 31,571 sq.m of B8, new link road including new roundabout to link with Hoyland south Masterplan Area (Local Plan references HS68, HS65, HS61, HS58, HS6, SL5 – see figure 3 p10).

4.2 A parameters plan is submitted as part of the application proposal that provides the following maximum building heights:

- Plot 1 – Maximum building height 16.4 metres
- Plot 2 – Maximum building height 21.5 metres
- Plot 3 – Maximum building height 18 metres

4.3 The proposed development is EIA development and will therefore be accompanied by an Environmental Statement.

4.4 The proposed development represents the first phase of employment land to come forward as part of the Hoyland West Masterplan. It is expected that the proposals will generate over 2,000 jobs.

4.5 The following are the draft Heads of Terms for the s106 agreement that will form part of the planning application:

- Contribution to relocation of Rockingham Sports Facilities
- Landscape Management
- Biodiversity offsetting

5. Planning Policy Context

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

Development Plan

5.2 The development proposals for the site will be assessed against the Statutory Development Plan which comprises the Barnsley Local Plan (2019). The National Planning Policy Framework (NPPF 2019), and the draft Hoyland West Masterplan Framework are also material considerations.

National Planning Policy Framework (NPPF)

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

- approving development proposals that accord with an up-to-date development plan without delay; or
- 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:
 - the application of policies in this Framework that protect areas or assets of importance provides a clear reason for refusing the development proposed, or;
 - 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 (paragraph 11).

5.4 **Paragraph 8** of the NPPF states that there are three objectives to achieve sustainable development: economic, social and environmental.

5.5 **Paragraph 92** of the NPPF states that to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should (inter-alia) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

5.6 **Paragraph 97** states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

5.7 **Paragraph 109** of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.8 **Paragraph 122** of the NPPF states that planning policies and decisions should support development that makes efficient use of land.

5.9 **Paragraph 148** of the NPPF states that the planning system should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability

and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

- 5.10 **Paragraph 163** states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.
- 5.11 **Paragraph 170** states that planning policies and decisions should contribute to and enhance the natural and local environment by (inter-alia) preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability. The paragraph also states that decisions should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
- 5.12 **Paragraph 174(b)** states that plans should promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.
- 5.13 **Paragraph 189** states that in determining applications applicants should describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail provided should be proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 5.14 **Paragraph 193** states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

Barnsley Local Plan (2019)

- 5.15 The application site is allocated for employment development within the adopted Barnsley Local Plan (site ES13 - see figure 3 (below)).

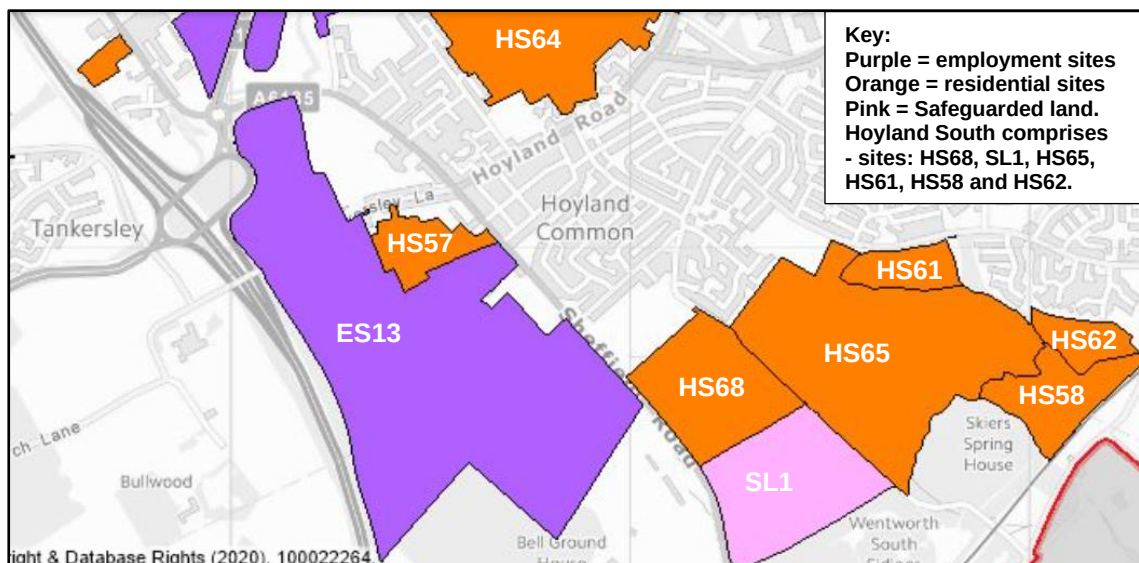


Figure 3: Extract of the Barnsley Local Plan Proposals Map

- 5.16 **Policy E1** states that the plan identifies 297ha of land in sustainable locations to meet the development needs of existing and future industry and businesses up to 2033.

- 5.17 **Policy E2** provides details of the approximate distribution of employment land during the local plan period (Hoyland is included in this distribution).
- 5.18 **Policy E3** states that on allocated Employment Sites the Council will allow the following uses:
- Research and development and light industry (use class B1);
 - General Industrial (use class B2); or
 - Storage and Distribution (use class B8).
 - Ancillary uses will be allowed where appropriate in scale.
- 5.19 **Policy ES13** identifies criteria for the development of the site. The criteria includes (inter-alia):
- Provide a link road between the new Birdwell roundabout linking to Tankersley Lane and from there to Sheffield Road;
 - Relocate the area of Rockingham Sports Ground that falls within the site boundary to an appropriate location within Hoyland Principal Town. The replacement pitch and associated facilities must be constructed and available for use before development on the existing sports ground site commences;
 - Consider impact on residential amenity and include appropriate mitigation where necessary;
 - Retain the mature trees and hedgerows;
 - Provide a buffer strip at least 10 metres wide along the common boundary with the M1;
 - Ensure that development respects the landscape and wider countryside, and incorporates appropriate mitigation measures to address impacts on the adjacent Green Belt and countryside, including the planting of a substantial tree belt at the southern boundary in order to define the new Green Belt boundary;
 - Undertake necessary drainage works;
 - Provide air quality assessments in accordance with policy Poll 1, and;
 - Prepare an Archaeological Assessment for the site informed by a field evaluation (if necessary).
- 5.20 **Policy Poll1** states that development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.
- 5.21 **Policy T4** states that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead.
- 5.22 **Policy D1** relates to design and states that development is expected to be of a high quality design and be expected to respect the distinctive local character and features of Barnsley.
- 5.23 **Policy HE1** states that the Council will positively encourage development which will help the conservation of Barnsley's Historic Environment.

- 5.24 **Policy HE6** states that applications for development sites where archaeological remains may be present must be accompanied by an appropriate archaeological assessment.
- 5.25 **Policy BIO1** states that development will be expected to conserve and enhance the biodiversity and geological features of the borough.
- 5.26 **Policy CC1** states that the Council will seek to reduce the causes of and adapt to the future impact of climate change by (inter-alia):
- Promoting the reduction of greenhouse gas emissions through sustainable design and construction techniques.
 - Locating and designing development to reduce the risk of flooding.
 - Promoting the use of Sustainable Drainage Systems (SUD's)
 - Promoting and supporting the delivery of renewable and low carbon energy, and;
 - Promoting investment in Green Infrastructure to promote and encourage biodiversity gain.
- 5.27 **Policy CC2** states that all non-residential development will be expected to achieve a minimum standard of BREEAM 'Very Good).
- 5.28 **Policy RE1** states that all developments will be expected to seek to incorporate initially appropriate design measures, and thereafter decentralised, renewable or low carbon energy sources in order to reduce carbon dioxide emissions and should at least achieve the appropriate carbon compliance targets as defined in the Building Regulations.
- 5.29 **Policy CC3** states proposals over 0.4 hectares within Flood Zone 1 to demonstrate how the proposal will make a positive contribution to reducing or managing flood risk.
- 5.30 **Policy CC4** states that all major development will be expected to use SuD's to manage surface water drainage.
- 5.31 **Policy I1** states that development must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily.
- 5.32 **Policy GS1** states that proposals which involve the loss of green space (including sports pitches) will not be allowed unless an appropriate replacement green space of equivalent or improved quality, quantity and accessibility is provided which would outweigh the loss.

Hoyland West Masterplan Framework

- 5.33 The Hoyland West Masterplan Framework is in draft and is due to be adopted by Barnsley Council in September 2020.
- 5.34 The Local Plan states that the Masterplan Framework needs to include the following:
- Planning policy summary;
 - site location and description;
 - land ownership;
 - summary of the existing evidence;
 - site evaluation (opportunities and constraints);

- land use framework;
- sustainable movement framework;
- protection of existing public rights of way routes and their incorporation within new development layouts;
- vehicular movement framework, green and blue infrastructure framework, place-making framework (including design guides for character and neighbourhood areas where applicable), sustainability and energy use;
- health and wellbeing;
- design evolution;
- conceptual masterplan, and;
- infrastructure and delivery phasing.

5.35 The draft Hoyland West Masterplan Framework incorporates the above information. The Framework has informed the technical assessments prepared as part of this application and the wider Environmental Statement.

Biodiversity and Geodiversity SPD (May 2019)

5.36 The above SPD states that any development proposal which may do harm to a biodiversity or geodiversity interest should follow the mitigation hierarchy thus: avoid, mitigate, compensate. If it is not possible to avoid damage to the interest and planning permission is still requested for then the developer/applicant should seek to mitigate impacts by good design which not only retains as much of the value in situ as possible, but also reduces impacts during the construction phase and leaves behind value which is protected and maintained. On occasion, the LPA may allow compensatory works on other sites outside of the development where avoidance or mitigation are not possible/sufficient, but this should be seen as a last resort.

Planning Obligations SPD (November 2019)

5.37 The Planning Obligations SPD provides guidance on the developer contributions likely to be required for key development types. This planning application will be accompanied by a Section 106 Legal Agreement (the heads of terms of which is included in the planning application).

Sustainable Travel (November 2019)

5.38 The objective of this SPD is to ensure that the accessibility of new development via public transport, walking and cycling is acceptable in order to promote sustainable transport and active travel and where possible enhance the safety, efficiency and sustainability of the transport network to meet BMBC's economic, health and air quality aspirations. The SPD also provides guidance on the information required within a Transport Assessment and Travel Plan. This guidance has been followed to prepare the Transport Assessment and Travel Plan for this planning application.

Development on Land Affected by Contamination (November 2019)

5.39 This SPD provides details of the level and type of information required for applications which relate to contaminated land. A range of Geo Technical Reports have been prepared for this application (see paragraph 6.33 p18 for list of documents).

6. Analysis

Principle of Development

- 6.1 This hybrid planning application seeks detailed planning permission for a new distribution centre (31,571sqm use class B8), and new link road linking with the Hoyland South Masterplan area and outline planning permission for (71,515sqm) of employment uses (use class B1/B2/B8). The application site is allocated for employment use in the adopted Barnsley Local Plan as part of a wider development allocation (Policy ES13) and Policies E1 and E3. The proposed development accords with the draft conceptual masterplan (and principles) in the draft Hoyland West Masterplan Framework and also complies with national planning policy within the NPPF. The proposed development has the potential to generate over 2,000 jobs with an operator (Hermes) already identified for the B8 unit on Plot 1. It is therefore considered that the principle of the proposed development is acceptable. This section will seek to demonstrate the benefits of the proposed scheme and its compliance with national and local planning policy. Accordingly, this section is structured as follows:

- Loss of Sports Facilities
- Air Quality
- Transport
- Ecology
- Landscape and Visual Impact
- Archaeology
- Flood Risk and Drainage
- Noise
- Land contamination
- Layout
- Sustainability
- Planning Balance

Loss of Sports Facilities

- 6.2 Part of the Rockingham Sports Facility (football pitch and archery facility) is situated within the application site. Local Plan policy ES13 requires the relocation of the Rockingham Sports Facility as part of the development of Hoyland West and also requires the new sports facility to be operational before development on the existing pitch commences. The land associated with the current sports facilities is required to construct the link road, which is a key piece of infrastructure that will be delivered as part of the application proposal. Local Plan Policy GS1 and paragraph 97 of the NPPF also require existing pitches to be relocated where they are to be lost as part of new development.
- 6.3 During the development of the application proposal the applicant and their advisors have had regular meetings with the LPA, Forge Community Partnership who run the Rockingham Sports facilities, BMBC's estates team and Hoyland Developments who have a legal interest in part of the land to the north of Tankersley Lane. It has been agreed as part of the temporary facilities to be provided during the construction works on the application site, the existing football pitch

will be realigned through 90 degrees so that the construction of the road can take place. The cricket pitch will not be affected by the construction works and will therefore remain in situ. The archery facility will be relocated elsewhere in the neighbourhood – at the time of writing this still needed to be finalised.

- 6.4 The permanent facilities to be established at Parkside, will include the relocation of the Forge into a new community building, the provision of two 3G adult football pitches, a new archery facility and associated car parking. A legal agreement between the relevant parties is in the process of being drawn up to ensure that the delivery of these facilities will come forward. The applicant will make a contribution via a Section 106 contribution to the provision of the new sporting facilities, and further contributions will come forward from the housing development that will be delivered on Hoyland South. The cricket pitch will be located as part of the Hoyland North Masterplan proposals. It is therefore considered that the development proposals are in accordance with Local Plan Policies ES13 and GS1 and paragraph 97 of the NPPF.

Air Quality

- 6.5 The proposed development is within Air Quality Management Area (AQMA) Barnsley AQMA 1 which covers 100 metres either side of the central reservation between junction 35a and Junction 38 of the M1. An Air Quality Assessment has been prepared for the site in accordance with Local Plan Policy ES13. The Air Quality Assessment includes consideration of construction and operational effects for the application site (ES13) and the wider Hoyland West Masterplan area (cumulatively). Air Quality is also considered as part of the Environmental Statement (ES) submitted with this application.
- 6.6 The key findings of Air Quality Assessment are as follows:
- Construction Phase - During the construction phase, site specific mitigation measures detailed within the Air Quality Assessment will be implemented. With these mitigation measures in place, the effects from the construction phase are not predicted to be significant.
 - Operational Phase – The change in predicted Nitrogen Dioxide (NO₂), PM₁₀ and PM_{2.5} concentrations at existing human receptors in 2029 following completion of the Proposed Development results in a predicted operational impacts range from ‘moderate (beneficial) to slight (adverse)’ and not significant. As such, no additional mitigation is considered necessary, but some have been proposed as part of the development proposals.
- 6.7 To note, all the modelled receptors locations are below their respective air quality objectives for nitrogen dioxide (NO₂), PM₁₀ & PM_{2.5}. It is therefore considered that the proposals are in accordance with paragraph 170 of the NPPF.

Transport

- 6.8 The application site is situated west of Sheffield Road and will be accessed via a new link road from Birdwell Roundabout at Junction 36 of the M1 to Sheffield Road to the south of the site, providing a bypass for through traffic to the west of settlement of Hoyland.
- 6.9 A Transport Assessment and Framework Travel Plan have been prepared and form part of the application submission. Traffic Movements are also assessed within the ES (cumulatively with the wider Hoyland West development).

Public Transport

- 6.10 The development is located to the residential area of Hoyland and as such is served by a number of bus services. There are stops located within the development site along Tankersley Lane, as well as along east of the development site on the A6135 Sheffield Road and to the north along A61 Sheffield Road. The application proposal also provides for a bus stop on the new link road.
- 6.11 The development has been designed to ensure that potential users and visitors, are able to access and navigate unimpeded through all appropriate areas of each building and surrounding public realm. Appropriate tactile paving, wide footways without obstacles, signage and street lighting will be provided to ensure an attractive pedestrian environment is provided.
- 6.12 New pedestrian infrastructure will be provided throughout the site. The new link road has appropriate pedestrian and cycle facilities, and continuous routes through the development will be accommodated by means of the proposed internal street network. Covered and secure cycle parking will be provided in accordance with BMBC adopted parking standards.

Traffic Movements

- 6.13 The Transport Assessment has fully assessed the proposed traffic movements for the application site both in respect of the proposed development and cumulatively as part of the Hoyland West development. The Assessment has considered the identification of movements to be generated during the construction and operational phases of development. The consideration of the environmental effects of traffic during these phases.
- 6.14 It is therefore considered that the proposals are in accordance with Local Plan Policy T4 and paragraph 109 of the NPPF

Ecology

- 6.15 The application site has no statutory or non-statutory nature conservation designations. The nearest statutory designations are Potter Holes Local Nature Reserve (LNR), designated for recreation within semi-natural and replanted woodland approximately 540m west of the site and Elsecar Reservoir LNR, designated for recreation within willow carr and wetland approximately 1.8km east of the site.
- 6.16 The nearest non-statutory designation is Skier's Spring Wood Local Wildlife Site (LWS), approximately 730m east of the site and designated for its ancient semi-natural woodland; and Black Lane LWS, approximately 830m south of the site and designated for species-rich hedges.
- 6.17 A series of protected species surveys have been undertaken including bats, breeding birds, reptiles and Great Crested Newts. These surveys have enabled the team's ecologist (FPCR) to build an accurate picture of the site as a whole. The surveys found limited evidence of protected species at the site.
- 6.18 The environmental impact of the loss of habitat has been assessed as part of the Environmental Statement. The assessment also considers the wider cumulative impact of the development when combined with the other Hoyland West sites.
- 6.19 It is therefore considered that the proposals are in accordance with Local Plan Policy BIO1 paragraph 174(b) of the NPPF.

Landscape and Visual Impact

- 6.20 The application site and wider Hoyland West Masterplan area is not subject to any statutory designation or non-statutory local landscape designation.
- 6.21 The Hoyland West Masterplan area has been assessed for visual and landscape effects as part of the preparation of the Hoyland West Masterplan Framework. The nearest listed buildings are within a kilometre of the application site including St Peter's Church and Old Hall. St Peter's Church is located to the west of the M1 motorway and impacts on the setting of this building would not be expected. The Old Hall is located to the east of the M1, south west of Bell Ground. The nearest part of the development is the attenuation pond and this has been relocated further away from the Old Hall to the south and therefore it is not expected that this feature would impact on the setting of this building.
- 6.22 Notwithstanding the above, a Landscape and Visual Impact Assessment (LVIA) has been prepared for the development to assess the impact of the proposals (including the cumulative impact of the Hoyland West sites) on the wider area.
- 6.23 In addition, landscape and visual impact has been considered as part of the Environmental Statement which is submitted with this application.
- 6.24 It is therefore considered that the proposals are in accordance with Local Plan Policy D1.

Archaeology

- 6.25 Barnsley Local Plan Policy ES13 has a requirement to consider archaeological issues and include an Archaeological Assessment as part of any planning application. Accordingly, an Archaeological Assessment has been prepared for the site.
- 6.26 The desk-based assessment has reviewed the significance and condition of designated and non-designated heritage assets within the application area and its surroundings. It includes recommendations for mitigation where the proposed development is likely to have significant effects on existing heritage assets. Following the completion of the DBA, a geophysical survey was carried out on the southern part of the site (location of the attenuation pond) to ascertain the requirement for survey work in this area. In agreement with South Yorkshire Archaeology Service (SYAS) the location of and extent of trial trenching to be undertaken was ascertained and this has been completed in advance of the submission of the planning application. Overall, the scope for any archaeologically sensitive areas of the site is limited, however should the survey work uncover any below ground heritage assets it is proposed that effects on their significance by the proposed development will be mitigated through preservation by record, as agreed in consultation with South Yorkshire Archaeology Service acting on behalf of Barnsley Metropolitan Borough Council.
- 6.27 It is therefore considered that the proposals are in accordance with Local Plan Policies HE1 and HE3.

Flood Risk and Drainage

- 6.28 The application site (ES13) is within Flood Zone 1 and is therefore at low risk of flooding. A Flood Risk Assessment has been prepared for the application site which confirmed that it is at low risk of flooding. Notwithstanding this, the development proposals are informed by the Flood Risk Assessment submitted with this planning application.

- 6.29 The development proposals include sustainable drainage measures (ponds) A drainage strategy for the site has been prepared and is included in the application submission pack (in accordance with Local Plan Policy ES13).
- 6.30 It is therefore considered that the proposals are in accordance with Paragraph 163 and Local Plan Policies CC3 and CC4.

Noise

- 6.31 A Noise Assessment has been prepared for the application site including a baseline noise survey at positions representative of nearby existing residential receptors and proposed residential receptors. The assessment demonstrates that significant adverse effects in relation to sensitive residential receptors can be avoided provided the suggested mitigation (noise barrier to the east of the new link road) is implemented.
- 6.32 It is therefore considered that the proposals are in accordance with paragraph 170 of the NPPF.

Land Contamination

- 6.33 The following reports have been prepared in respect of land contamination and are included in the application pack.
- Phase 1 Geo-environmental Risk Assessment (Desk Study) [for Plots 1-3 & spine road];
 - Preliminary Coal Mining Risk Assessment [for Plots 1-3 & spine road]
 - Desk Study & Preliminary Coal Mining Risk Assessment for Balancing Pond site
 - Phase 2 Ground Investigation Report [for Plots 1-3 and spine road]
 - Phase 2 Ground Investigation for the balancing pond.
- 6.34 The investigations revealed that significant parts of the site are underlain by opencast backfill materials that comprise overburden materials resulting from the opencast operations. These materials are predominantly cohesive soils with varying amounts of gravel to boulder size rock fragments – mudstone, siltstone, sandstone, ironstone and coal. The depth of opencast backfill materials varied, generally increasing to the east up to circ. 15m deep.
- 6.35 Two main coal seams were opencast mined at the site and also locally encountered in boreholes drilled outside the opencast areas, these were the Dunsil Seam and Swallow Wood Seam. These seams were shown to be intact where not removed by opencast mining and no drilling and grouting works are envisaged.
- 6.36 The site has also been subjected to deep underground mining of several other seams, however, the Coal Authority Report advises that any ground movements due to this deeper mining should have now ceased.
- 6.37 No potential sources of contamination were identified at the site, other than the possibility of the opencast backfill materials containing deleterious materials. Contamination testing of soil samples showed no elevated concentrations of typical contaminants and no remediation is considered necessary.

- 6.38 It is therefore considered that the proposals accord with Local Plan Policy Poll1 and paragraph 170 of the NPPF.

Layout

- 6.39 An indicative masterplan for the application site (ES13) is included with the application submission. The detailed design of the B8 (Hermes) distribution centre is largely dictated by the functional requirements of the occupier. However, the proposed design has been carefully considered to provide interest to the visual appearance of the building and reduce the visual scale, with differing roof levels and elevational treatment to reduce the visual scale of the building and create interest within the elevations. The design philosophy is to create a striking modern appearance, adding quality and aesthetic enhancement. The horizontal emphasis to the warehouse with overlapping building elements and differing roof levels helps to locate the building into its surroundings.
- 6.40 The layout and design of the other employment units will be reserved and therefore considered as part of a later reserved matters planning application.
- 6.41 Well-designed Green Infrastructure that incorporates structural planting will help to filter views to the build development, or (in some cases) screen it entirely from view.

Sustainability

- 6.42 Sustainability Statements have been prepared for the Hermes development and the wider (outline proposals). The development as a whole is expected to achieve BREEAM Very Good.

Hermes Scheme

- 6.43 The overarching aim of the Hermes scheme is to:
- Achieve a BREEAM 'Very Good' rating under the New Construction 2018 criteria.
 - Incorporate energy efficiency measures to reduce the inherent energy demand and associated carbon dioxide (CO₂) emissions of the development.
 - Incorporate Low and Zero Carbon (LZC) technology solutions to reduce regulated CO₂ emissions by 10.0%.
- 6.44 A BREEAM pre- assessment has been undertaken which demonstrates that the Hermes scheme is on track to achieve BREEAM Very Good. In order to deliver environmentally responsible building stock, an exemplar approach is being proposed based on low energy design principles. In summary, this approach involves energy demand minimisation through effective building form and orientation, good envelope design and proficient use of services; such that the building itself is being used as the primary environmental modifier. In addition, the following energy efficient measures are proposed:
- Air-source heat pump (ASHP) heating/cooling (VRV/VRF) to office/meeting/conference room areas.
 - Low NO_x high efficiency condensing gas boilers feeding radiators within office ancillary areas and also providing domestic hot water (DHW).

- Warehouse WC heating via electric panel heaters and DHW via electric instantaneous water heater.
- Warehouse frost protected.
- High efficiency hybrid heat recovery ventilation with automatic control strategy to the office spaces.
- Zoning of mechanical ventilation systems.
- High efficiency low energy motors to be used to drive mechanical ventilation systems.
- Variable speed pumps and fans to be used to promote lower operating costs and help match energy usage with the operating profile and occupancy of the building.

(Outline) Employment Scheme

6.45 A Sustainability Statement has also been prepared for the wider site (considered as part of the outline planning application). The features outlined in the Statement (inter alia) are as follows:

- To provide a high-quality development that is adaptable and resilient to future climate change, with all units built to achieve a BREEAM 'Very Good' rating under the New Construction 2018 scheme;
- To support the move towards a circular economy, by reducing embodied carbon emissions, considering carbon offsetting and eliminating waste to landfill;
- To future-proofing the development for the transition to zero carbon, whilst achieving viable reductions in CO2 emissions with a deliverable and technically appropriate strategy;
- To prioritise biophilic design and nature-based solutions in order to maximise biodiversity net gain, absorb pollutants such as oxides of nitrogen and particulate matter, and provide a sense of wellbeing around the site; To create a development that adds significant social value to the area

It is therefore considered that the proposals are in accordance with Local Plan Policies CC1, CC2, RE1 and Poll1 and paragraph 148 of the NPPF.

6.46 **Planning Balance** The NPPF requires new development to be sustainable (paragraph 11). To achieve sustainable development the planning system should give consideration to three overarching objectives – economic, social and environmental (paragraph 8).

Economic Objective

6.47 This application will bring with it a number of positive benefits both in the construction and operational phases of the development and over the lifetime of the development. It will deliver a range of financial benefits that will contribute towards the provision of infrastructure and services in Barnsley and the wider District including:

- £58 million in investment in the site from Newlands plus £30 million infrastructure investment.

- £41 million in investment plus a 20 year lease commitment from Hermes (in respect of the proposed Parcel Hub).
- Business Rates receipts
- Section 106 Contributions.

6.48 In addition to the above, the proposals will generate up to 2,000 jobs with 800 of these generated by the Hermes facility. The jobs at the Hermes facility will include range of roles including a number of management positions (with pay grades of between £23K-£80K). Training opportunities and career development will also be promoted at the site.

6.49 The proposals will deliver a significant infrastructure investment to provide a new link road for the site also providing access for Hoyland South.

6.50 It is considered that significant weight can be attributed to the economic benefits that arise from the application proposal.

Social Objective

6.51 The site is allocated in the Barnsley Local Plan for employment use (Policy ES13). The proposals represent the first phase of the development of the Hoyland West site and the delivery of a key employment site. The site will generate key employment for local people which will improve the lives of many Barnsley residents. The proposals include a Section 106 contribution towards the relocation of the Rockingham Sports Facility which will have a wider social benefit to the local area. The site is in a sustainable location close to public transport links and has good pedestrian and cycle links. This sustainable location will provide people with an alternative to the private car and contribute to improvements in residents health and wellbeing. Moderate weight is given to this in favour of the grant of planning permission.

Environmental Objective

6.52 The application site is not located in an area with an environmental designation. Development on the least environmentally sensitive sites is considered to represent an environmentally sustainable solution, resulting in reduced pressure for development to occur on sites that are more constrained by environmental factors. The development proposals will achieve a net gain in respect of biodiversity and mitigation measures are detailed in the various Ecological Reports and the Ecology chapter of the Environmental Statement.

6.53 The site is a former coal mine which has since greened over and become a greenfield site. The environmental impact of the proposals is comprehensively considered in the Environmental Statement which accompanies this application. The landscape visual impact is considered within the Landscape Visual Impact Assessment (LVIA) and the Environmental Statement. In addition, a comprehensive landscaping scheme is proposed as part of the development proposals. The proposals will have significant environmental benefit as they are on track to meet BREEAM Very Good.

6.54 Therefore, it is considered that significant weight can be attributed to the environmental benefits that arise from the application.

7. Summary

- 7.1 This report can be summarised as follows:
- 7.2 Planning Permission is sought for a hybrid application with detailed permission sought for a new distribution centre (for Hermes, one of the UK's largest parcel delivery companies) and new link road linking with the Hoyland South Masterplan area and outline planning permission for (71,515sqm) of employment uses (use class B1/B2/B8) at land west of Sheffield Road, Hoyland, Barnsley.
- 7.3 The application site is allocated for employment development in the adopted Barnsley Local Plan (site ES13). The development is therefore in accordance with the Local Plan and national planning policy.
- 7.4 Site ES13 is within the Hoyland West Masterplan Area. The Hoyland West Masterplan Framework has been developed in parallel with this application and is expected to be adopted in September 2020. The draft Masterplan Framework forms the immediate context for the proposals.
- 7.5 The proposals are likely to generate over 2,000 new jobs (with 800 of these generated by the Hermes distribution centre).
- 7.6 The proposals will not have a significant impact on air quality.
- 7.7 The traffic movements associated with the development have been assessed together with the wider cumulative impact of traffic movement for the Hoyland West development. The key findings of this assessment are included in the Transport Assessment which accompanies this application.
- 7.8 The application site is not within or close to any nationally protected ecological sites and has limited potential for providing habitat for protected species.
- 7.9 The Landscape and Visual Impact of the proposals has been assessed and is included in the LVIA.
- 7.10 The archaeological potential of the site has been assessed (in accordance with Policy ES13) and has been found to have limited potential for archaeological remains.
- 7.11 The site is within an area at low risk of flooding and incorporate comprehensive sustainable drainage systems to accommodate surface water runoff.
- 7.12 The proposals represent the first development (employment) phase of the Hoyland West Masterplan to come forward delivering 103,083sqm employment floorspace, which is key proportion of the Local Plan employment land target (detailed in Policy E1 of the Local Plan).
- 7.13 The planning balance for this development demonstrates that there will be significant economic, social and environmental benefits.
- 7.14 The application proposal accords with an up-to-date development plan and it is therefore requested that the application be considered favourably and approved without delay.

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