
2018/0420

Applicant: Network Space Developments Ltd

Description: Erection of 4 no. business units for use within Use Classes B1(b) (Research & Development), B1(c) (Light Industry), B2 (General Industrial) and B8 (Storage and Distribution) with ancillary offices and associated access, parking and circulation/service areas, infrastructure works and landscaping

Site Address: Ashroyd Business Park, Ashroyds Way, Platts Common, Barnsley, S74 9SB

No representations have been received from members of the public.

Site Description

The application site comprises of a vacant development plot at Ashroyd Business Park, which is located off Ashroyds Way and Ryecroft Bank in the Platts Common part of Hoyland, south of the A6195 Dearne Valley Parkway.

The business park is relatively well established with a number of recent buildings being constructed and businesses now operating there following on from the planning permission granted in 1999 and the now expired Ashroyd and Shortwood Local Development Order. Roads and other infrastructure systems are in place and plateaus to create ready-made development plots. The site is known as plot 5.

The site is approximately 2 ha in area. It is located in the southern area of the business park. The business park connects with the A6195 Dearne Valley Parkway via Ryecroft Bank which provides direct access to J36 of the M1 Motorway.

The site is a relatively flat with an access road having already been constructed to connect with the north west corner at the site entrance from Ashroyds Way, the internal industrial estate road. The roads have been created to provide appropriate access for a range of vehicles as befits a business park location.

To the north is an industrial unit occupied by a self-storage use within a large industrial building. To the north-east is a development plot that is being progressed by the applicants as part of the Sheffield City Region Enterprise Zone that is being progressed under the previous LDO. To the east/ south-east is an industrial building and a two-storey office use. To the south is a residential area set at a higher level than the site, behind semi-mature landscaping. To the west is vacant land that is known as Plot 3 of the business park, which is also in the applicant's ownership. There are public rights of way bordering the site to the north, west and south.

Proposed Development

The proposals seek to develop Plot 5 for employment uses in four buildings of varying sizes referred to as Units 5A, 5B, 5C and 5D. The dimensions are as follows:

Unit	GIA (sqm)	Ridge Height (m)
5A	1,013	10.7
5B	1,203	11.25
5C	2,016	11.6
5D	1,021	11

Total 5,253

The buildings do not currently have specific end users and so would be for employment uses (Use Classes B1(b), B1(c), B2, B8) with ancillary offices (Use Class B1(a)).

Access is taken from the western boundary via the existing access junction on Ashroyds Way. The development includes car parking (including disabled parking), motorcycle and cycle parking (to be provided within units) and goods vehicle parking as part of a service yard. There would also be hard and soft landscaping, as detailed on the submitted plans. The buildings will range in height from 10.7-11.6 metres in height to ridge

The proposals would retain existing structured soft landscaping to the south. There would also be additional soft landscaping in and around the site to provide a quality development. Alongside this will be a range of hard landscaping treatments including paladin fencing, retaining walls and block paving.

The units would be provided in a palette of contemporary materials to reflect the site context, being a mixture of silver and greys. Double height glazed curtain walling is proposed around the reception/ entrance foyer areas. This glazing is proposed to wrap around the corner of the buildings and would provide a striking modern appearance to the prominent entrance office corners and help define the main entrance positions. This design strategy also breaks up the massing of the units in terms of visual appearance.

The development is expected to lead to the creation of construction jobs (FTE) during the build period and 150 direct jobs and potential for indirect jobs off-site during the operational phase.

History

B/99/0342/HN Construction of infrastructure to site including roads, plateaus drainage, services and landscaping. Granted 25.05.1999

In addition the site is adjacent the land which was designated to constitute the Ashroyd and Shortwood Business Park Hoyland Local Development Order that was in place between January 2013 and April of this year. Applications on that land include the following:-

2015/1404 - Prior notification application for the erection of 165,00sqft distribution warehouse with ancillary office, car parking and service yard etc. 9 units totalling 43,000sqft of semi-detached and welfare accommodation, parking and service yards 15/01/2015.

2018/0181 - Erection of employment unit (Use Classes B1(b), B1(c), B2 and B8) with ancillary B1 (a) offices with parking and circulation/servicing areas, infrastructure works, substation and hard and soft landscaping - LDO Prior Notification application. Approved 23/02/2018.

In addition planning application 2006/1825 –for the erection of B1, B2 and B8 industrial units was approved 20/12/2006.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The development plan consists of the Core Strategy and the saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The emerging Local Plan has now reached a very advanced stage with a consultation on main modification to the plan commencing in July 2018. The consultation follows confirmation from the Local Plan inspector that the plan is capable of being found sound. This by no means represents the Inspectors overall judgement, which will not be known until the final report is issued and the examination closes. However, it does mean increasing weight can be given to the policies contained within the document although, in accordance with paragraph 48 of the NPPF, the extent of this will depend on:

- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and;
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

By virtue of the fact the policies have been tested at examination, they have been scrutinised in relation to their degree of consistency with the NPPF and it is therefore highly likely that they are sufficiently compliant. However, it will not be possible to conclude whether many of the objections have been resolved until the inspector has considered the responses to the consultation on modifications and the final report is published. The extent to which weight can be attributed to the Local Plan policies will therefore vary on a case by case basis taking into account the relevant policies and the significance of any unresolved objections.

Saved UDP Policies

UDP notation: Employment Proposal

Core Strategy

CSP2 'Sustainable Construction'
CSP3 'Sustainable Drainage Systems'
CSP4 'Flood Risk'
CSP5 'Including Renewable Energy in Developments'
CSP8 'The Location of Growth'
CSP11 'Providing Strategic Employment Locations'
CSP12 'The Distribution of New Employment Sites'
CSP19 'Protecting Existing Employment Land'
CSP25 'New Development and Sustainable Travel'
CSP26 'New Development and Highway Improvement'
CSP29 'Design'
CSP36 'Biodiversity and Geodiversity'
CSP39 'Contaminated and Unstable Land'
CSP40 'Pollution Control and Protection'

SPD's

- Residential amenity and the siting of buildings
- Parking

Emerging Local Plan

Proposed allocation: Employment Proposal (HOY7)

Part of the site is in the Sheffield City Region Enterprise Zone. The development will be expected to retain the young plantation woodland present on the periphery of the site

Policies of relevance would be as follows:

- Policy GD1 – General Development
- Policy E5 Uses on employment land
- Policy T4 – New development and Transport Safety
- Policy D1 – High Quality Design and Place Making
- Policy CC3 – Flood Risk
- Policy Poll1 Pollution Control and Protection

NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Section 6 of the NPPF states that 'Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'

Consultations

Enterprising Barnsley - fully support the application and development of speculative units that are much needed to generate economic growth in the borough.

SYAS- no comments received.

SY Police – guidelines provided to aid designing out Crime.

YW – no objections subject to conditions.

Pollution Control – no objections subject to a condition regarding construction hours.

Highways DC – no objections subject to conditions.

PROW – no comments received.

SYMAS – no objection subject to a condition to secure intrusive site investigation.

Coal Authority – no objection subject to a condition to secure intrusive site investigation.

Contaminated Land Officer – no objections.

Air Quality – no objections but an informative to request EV charging points.

Forestry Officer – no objections subject to conditions.

Biodiversity – no objections received.

Highways Drainage - no objections.

Waste Management – no comments received

Superfast Broadband – guidance for developers provided, broadband often available at nil cost to developers

Ward Councillors – no comments received

Representations

The application was advertised by neighbour notification letters, site and press notice. No representations have been received.

Assessment

Principle of development

The site is allocated as an employment proposal in the adopted Unitary Development Plan and proposes units for B1, B2, B8 employment uses. The site is also proposed to be allocated as an employment site in the emerging local plan. As such the principle of development is acceptable.

The development would generate a large number of skilled and semi-skilled jobs and lead to the significant investment in the local economy. It is considered to be a suitable and compatible employment generating use that would comply with multiple aims of the Council in terms of job creation in skilled areas and policies including CSP 8, 11 and 12. Also being within the Principal Town and being surrounded by other employment units the site is in a priority sustainable location to accommodate growth and benefits from excellent access to the strategic road network. The proposal is therefore supported in land use planning policy terms.

Visual amenity

The proposed building would represent another large scale addition to the development Ashroyd Business Park. However the site is large enough to absorb the development taking into account of its surroundings which are large and spacious and already include a number of large buildings. The four units would sit at a lower level than the dwellings to the south and site well in the landscape when viewed from that direction, being screened by existing vegetation and screen banks.

The new buildings have been designed in accordance with modern architectural principles for this form of development and would utilise a mixture of different cladding and colours in order to create a building of sufficient visual interest. In addition glazing would exist on two levels of the building to provide visual interest.

Furthermore the application is accompanied by a landscaping plan which shows how existing vegetation would be retained on the existing landscaping embankments which will help to soften the edges of the site as well as protect residential amenity.

This would all aid with integrating the development with the local area and provide a high grade setting for the development and its workforce. The plans are considered to comply with policy CSP29 'Design'.

Residential Amenity

The nearest residential dwelling directly facing the site is on Hawshaw Lane and lies approx. 34 m to the south, separated by Hawshaw Lane. The site lies below the highway and the closest building would be unit C. Due to the site being a lower level, the existing vegetation would screen the building to a large degree and the eaves of the unit would be the closest part of the building to the dwellings, further minimising the impact on the outlook for the residents and would not appear overbearing.

In terms of potential impact on daylight and sunlight, the units would lie to the north of the existing dwellings and so would not directly impact upon sunlight. The proposal also accords with the 25 degree rule as set out in the adopted SPD residential amenity and the siting of buildings, and would not impact upon the amount of daylight received by nearby dwellings on Hawshaw Lane. Dwellings on Hawshaw Bank lie between 25 and 46m away from the site, however, the closest dwellings lie sideways on to the site and do not have windows to the side elevations facing the site. It is considered therefore that they will not suffer any impact with regard to loss of sunlight or daylight.

Officers have also assessed the findings of the noise assessment. The service yards lie to the north of the proposed units, so are remote from the dwellings to the south and additional screening would be provided by the buildings. The noise assessment has concluded that operations within the building and outside are not expected to generate any noise implications. Whilst it is proposed to have 24 hour use, the submitted noise assessment concluded that the proposed development is not expected to have an 'adverse impact' on health or quality of life during daytime or night time operating hours. However the access is directly through the industrial estate from the A6195 and would not need to use Hawshaw Lane. Overall therefore the development is considered acceptable with regards to residential amenity considerations taking into account of Core Strategy policy CSP40, subject to a standard condition limiting hours of construction.

Highway Safety

The site benefits from excellent access to the strategic road network due to Ashroyd Park being closely connected to the A6195 Dearne Valley Parkway leading to the M1 to the west.

The Transport Assessment states that the proposed development is expected to generate 53 two-way trips during the AM peak hour and 44 two-way trips during the PM peak hour which does not cause an impact on the road network. In addition the road to be constructed within the site is to remain private. Furthermore the plans have been designed to allow sufficient turning/manoeuvring for HGV's and parking provision. Consequently, there are no objections to the proposed development in a highway context, subject to conditions.

Other considerations

Air Quality

The site is not located in an air quality management area and Regulatory Services agree that there are no significant air quality pollution control issues associated with the proposal. However, EV charging points are requested.

Drainage

The FRA has determined that the site is located within Flood Zone 1 and is therefore at low risk of flooding from river or sea. NPPF Technical Guidance states all uses of land are appropriate in Flood Zone and as such the proposal complies with CSP4 in this respect.

Surface water management is the other main consideration. A drainage strategy and drainage layout have been provided. Yorkshire Water and the Council's drainage officer have assessed the details and are content with the proposals, subject to conditions.

BREEAM and CO2 emission reduction

Conditions are required to require the development to achieve a BREAAAM very good standard and a 15% reduction in CO emissions.

Biodiversity

A condition is proposed to ensure that the mitigation measures in the ecology report submitted are complied with.

Public Rights of Way

The proposal will not physically impact upon the public rights of way close to the site. In addition the applicant has undertaken an assessment of the existing tranquillity level of the site that has been based on the mapping data published by Campaign to Protect Rural England (CPRE). This uses a colour coded system and a 500m assessment grid for the whole of England, and a tranquillity rating of between 1 and 10 is assigned (1 being least tranquil and 10 being most). By reference to these maps the development is assessed as falling into Zones 2-3. As such, it is not considered that the proposal would have a significant impact on the public rights of Way.

Conclusion

In summary the proposal relate to development on a site which benefits from an existing employment allocation within an existing well established industrial site. In addition the site is in a suitable and sustainable location for development as identified in the Core Strategy and emerging Local Plan.

Although speculative, it is anticipated that the development would generate a large number of skilled and semi-skilled jobs and lead to the significant investment in the local economy this is considered to be a suitable and compatible employment generating use that would comply with multiple aims of the Council in terms of job creation in skilled areas and policies including CSP 8, 11 and 12.

The development would not give rise to any other identified areas of harm with the development not expected to give rise to harm to residential amenity due to the separation distance and small number of residential properties in the vicinity of the site and the nature of the use. Also the site is located in a low risk flood area and the proposal would not give rise to unacceptable highway impacts

The ecology report has determined that most of the site is of low ecological value. However mitigation and enhancement would be required to preserve interests and as such this needs to be conditioned. Furthermore it is necessary for a condition to be imposed to agree suitable air quality mitigation measures. Overall however the development is considered acceptable when considered against relevant local and national planning policies and is supported by Officers accordingly.

Recommendation

Grant planning permission subject to conditions:

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission:-
14698C-110 REV A Location Plan Plot 5
14698C-111 REV B Existing site plan
14698C-112 REV B Existing site sections 01 received 7/6/18
14698C-113 REV B Existing site sections 02 received 7/6/18
14698C-115 REV J Proposed Site Masterplan received 27/7/18
14698C-116 REV C Proposed GA Plan - Unit 5A received 27/7/18
14698C-117 REV B Proposed GA Plan - Unit 5B received 27/7/18
14698C-118 REV C Proposed GA Plan - Unit 5C received 27/7/18
14698C-119 REV B Proposed GA Plan - Unit 5D received 27/7/18
14698C-120 REV B Proposed Elevations Unit 5A received 27/7/18
14698C-121 REV A Proposed Elevations Unit 5B received 27/7/18
14698C-122 REV B Proposed Elevations Unit 5C received 27/7/18
14698C-123 REV A Proposed Elevations Unit 5D received 27/7/18
14698C-125 REV A Proposed Roof Plan - Unit 5A received 27/7/18
14698C-126 REV A Proposed Roof Plan - Unit 5B received 27/7/18
14698C-127 REV A Proposed Roof Plan - Unit 5C received 27/7/18
14698C-128 REV A Proposed Roof Plan - Unit 5D received 27/7/17
14698C-130 REV A Proposed Sections in Context received 27/7/18
14698C-132 REV A Proposed Typical Section AA - Unit 5A
14698C-133 REV A Proposed Typical Section AA - Unit 5B
14698C-134 REV A Proposed Typical Section AA - Unit 5C
14698C-135 REV A Proposed Typical Section AA - Unit 5D
11717 - WMS - ZZ - XX - DR - C - 39001 - S8 - P3 site levels strategy
11717 - WMS - ZZ - XX - DR - C - 39002 - S8 - P3 Swept Path Analysis
11717 - WMS - ZZ - XX - DR - C - 39201 - S8 - P3 Drainage Layout
11717 - WMS - ZZ - XX - RP - C - 39201- S8 -P1-DRAINAGE_STRATEGY
V1498C-L01 REV F Proposed Landscape Plan received 27/7/18
Phase I Geo-Environmental Report William Saunders
Ecology Report by Smeeden Foreman
Coal Mining Risk Assessment by William Saunders
Noise Report by WYG Planning Ref A099897
Transport Assessment WYG Ref A099897
Interim Travel Plan by WYG Issue 2 Ref A099897
Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.

- 3 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

4 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- The parking of vehicles of site operatives and visitors
- Means of access for construction traffic
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- Wheel washing facilities
- Measures to control the emission of dust and dirt during construction
- Measures to control noise levels during construction

Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement, and CSP 29, Design.

5 Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

6 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.

- 7 Upon commencement of development, details of a scheme to reduce the developments carbon dioxide emissions by at least 15% by using decentralised, renewable or low carbon energy sources or other appropriate design measures shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and upon completion of the development a report shall be submitted to and approved by the Local Planning Authority demonstrating that at least a 15% reduction in carbon dioxide emissions has been achieved. In the event that the use of other decentralised, renewable or low carbon energy sources or other appropriate design measures are also required to achieve a 15% reduction in carbon dioxide emissions, full details of such proposals and a timetable for their implementation shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The approved details shall be implemented in accordance with the approved timetable and all the approved measures shall be retained as operational thereafter.
Reason: In the interest of sustainable development, in accordance with Core Strategy policy CSP5.
- 8 Upon commencement of development full details of the mitigation measures identified in the Ecology Report, including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.
Reason: To conserve and enhance biodiversity in accordance with Core Strategy Policy CSP 36.
- 9 Upon commencement of development details of measures to facilitate the provision of high speed broadband for the development hereby permitted, including a timescale for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In order to ensure compliance Core Strategy policy CSP 42, policy I1 in the emerging Local Plan and in accordance with paragraphs 42 and 43 of the National Planning Policy Framework.
- 10 The proposed development shall achieve BREEAM standard of 'very good' or equivalent. Upon completion of the development, an energy performance certificate shall be provided to the Local Planning Authority demonstrating that the required standard has been achieved and the measures provided to achieve the standard shall be retained as operational thereafter.
Reason: In the interest of sustainable development, in accordance with Core Strategy Policy CSP2.

- 11 No development shall take place until additional intrusive site investigations as recommended in the Geo-Environmental Report by William Saunders have been undertaken by a suitably qualified person to evaluate ground conditions and potential mining legacy risks. The site investigation and subsequent development shall be undertaken in compliance with Construction Industry Research and Information association publication 32 "Construction over abandoned mine workings" where applicable. A report detailing the findings of the investigations and any recommended mitigation shall be submitted for approval in writing by the Local Planning Authority, and the development thereafter shall be carried out in accordance with the approved details. Responsibility for securing a safe and sustainable development rests with the developer and/or landowner"
- Reason: In the interests in contaminated or unstable land in accordance with CSP 39 and in accordance with NPPF section 120 & 121 Land stability.**
- 12 All surface water run off shall be collected and disposed of within the site and shall not be allowed to discharge onto the adjacent highway.
- Reason: In the interests of highway safety in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.**
- 13 Vehicular and pedestrian gradients within the site shall not exceed 1:12 to ensure safe and adequate access
- Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.**
- 14 Development shall not commence until the details of the location of the security gates for unit 5D have been submitted and approved in writing by the Local Planning Authority. The scheme shall then proceed in accordance with the approved details.
- Reason: In the interests of road safety and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement**

15 No development or other operations being undertaken on site shall take place until the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations have been submitted to and approved in writing by the Local Planning Authority:

- Tree protective barrier details
- Tree protection plan
- Arboricultural method statement

The erection of barriers and any other measures specified for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality in accordance with Core Strategy Policy CSP 36 Biodiversity and Geodiversity

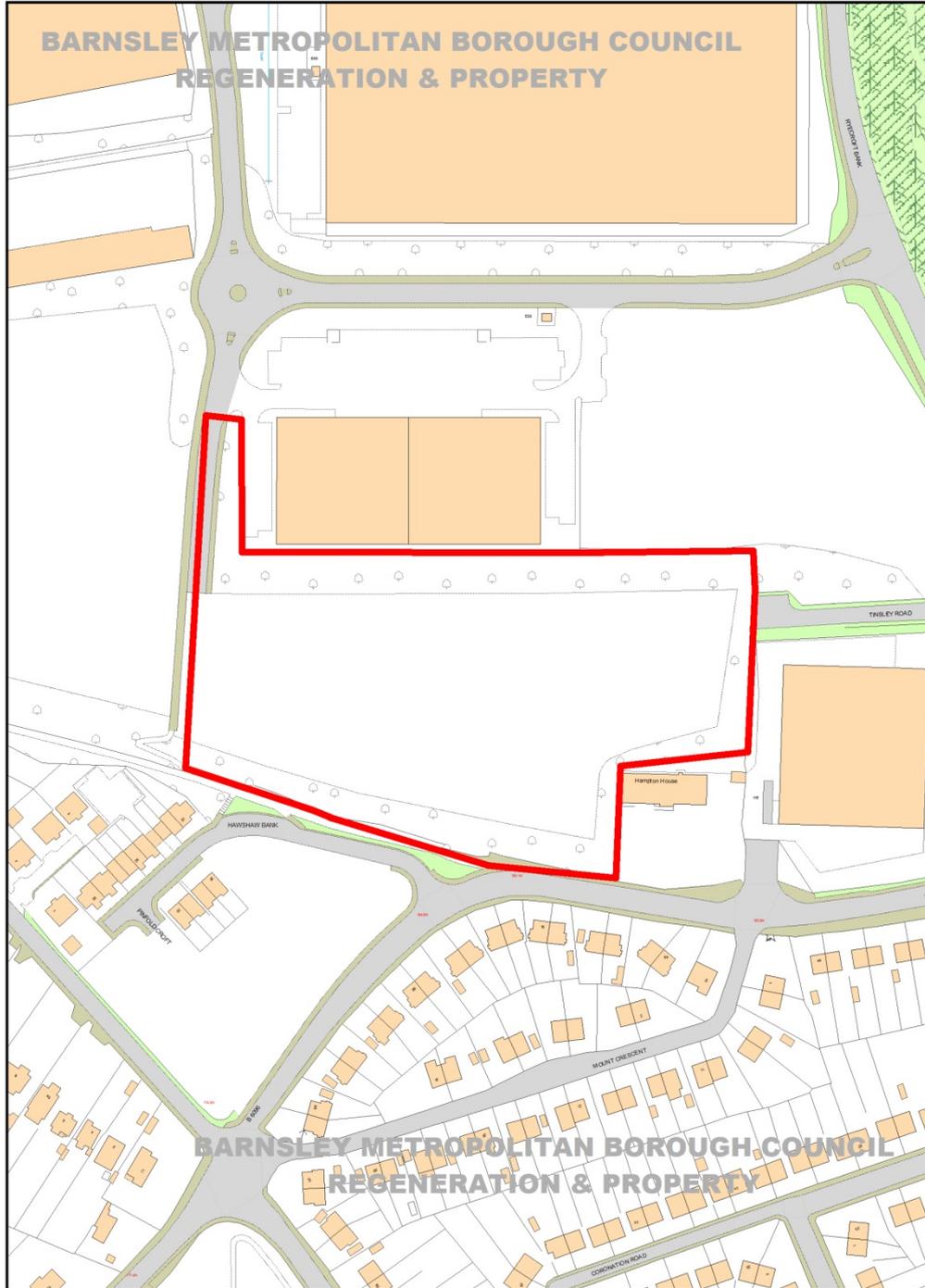
16 No building or other obstruction including landscape features shall be located over or within 3 (three)metres either side of the centre line of the water main i .e. a protected strip width of 6 (six) metres that enters the site. If the required stand -off distance is to be achieved via diversion or closure of the water main, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker .

Reason: Reason: To prevent damage to the existing sewer or watercourse and to allow sufficient access for maintenance and repair work at all times.

17 Surface water run-off from hardstanding (equal to or greater than 800 square metres) and/or communal car parking area (s) of more than 49 spaces must pass through an oil, petrol and grit interceptor/separator of adequate design that has been submitted to and approved by the Local Planning Authority, prior to any discharge to an existing or prospectively adoptable sewer .

Reason :To prevent pollution of the aquatic environment and protect the public sewer network in accordance with CSP 40

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