
2021/1007

Harworth Estates

Erection of 3no. buildings for industrial (class E(g)(iii)/B2) or storage and distribution (class B8) use with associated spur road, yards, parking, landscaping and drainage infrastructure (Reserved matters of outline planning permission 2019/1573 for Phase 2A.1 seeking approval of appearance, landscaping, layout and scale)

Land to the north and south of Dearne Valley Parkway, Hoyland, Barnsley

No comments have been received from any members of the public.

Site Location

The application site comprises part of a large employment site in the Local Plan and includes land to the south of the Dearne Valley Parkway (DVP) - Barnsley Local Plan site ES17 in Hoyland, Barnsley. The site lies close to Junction 36 of the M1. The proposal represents part of the second phase of Gateway 36, the first phase having been completed to the west closer to the junction of the M1. Significant engineering works to create development platforms and accesses to the employment sites are currently underway as part of the existing hybrid planning permission that this reserved matters application relates to.

The wider locality is a mix of industrial development (Gateway 36 Phase 1 and Shortwood Business Park) and land which forms part of the Hoyland North Masterplan area that is in the process of being engineered to accommodate future development. The Hoyland West (employment and residential) and Hoyland South (residential) Masterplan areas lie to the west.

There are no local, nor international level statutory designations on the site but there are three non-statutory designations in the area, Shortwood and Hay Green Local Wildlife Site; Barrow Colliery Site Local Wildlife Site to the north of Dearne Valley Parkway. In addition, the Dearne Valley wetland has been designated as SSSI this year. The site also lies within the Dearne Valley Green Heart- Nature Improvement Area.

To the South East is Hoyland, the Grade II Listed Hoyland Lowe Stand is to the east approximately 600m away, while Grade II Listed St Peters Church is nearby in the same general direction.

Site description

The area of land included within this reserved matters application is 13.8ha in size (compared with 38.49ha for the overall hybrid planning permission site 2019/1573) and is located south of the Dearne Valley Parkway on a newly formed development platform. It is positioned on the lowest level of the wider ES17 allocation site and is separated from the DVP by an embankment that has been created as parts of the works already approved. The area for the 3 no. buildings, internal access road and service yards and car parking is approximately rectangular in shape, parallel to and set back from the DVP and is in the eastern part of the allocation site, adjacent to the new access arm leading from the Shortwood roundabout and lies on the opposite side of the DVP from the Shortwood Business Park. The remainder of the site comprises broad belts for landscaping running parallel to and at right angles to the DVP, with retained vegetation predominantly lies to the west of the site and land set aside for 2no wetland surface water drainage attenuation basins. A public right of way lies near the west boundary of the site.

Planning History

As has been mentioned in the sections of the report above the site already benefits from hybrid planning permission 2019/1573 for a development up to 102,193sqm of employment uses (use classes B1/B2 and B8) and associated works including provision of internal access roads, drainage and landscaping. This is made up of a) Outline with all matters reserved apart from means of access; and b) full application for associated earthworks and creation of access points including new roundabout to access Local Plan allocation site ES15. This permission was issued on 10th August 2020 and is the subject of a wide variety of conditions and a S106 Agreement. The works given full planning permission under part b of the hybrid planning permission to create the future development platforms and roads, including the provision of a new arm to the Shortwood roundabout are in the process of being undertaken on site and have been progressing for some time.

Condition 19 of the outline permission specified maximum building heights for the buildings in this location on the approved outline indicative masterplan. This was 10m to eaves on the future buildings apart from on plot 2 where the eaves height limitation was set at 12.5m. However related condition 20 set out circumstances where, should it be proposed that these maximum height parameters be exceeded, the reserved matters submission should be accompanied by a landscape and visual impact assessment and photomontages to demonstrate that there would be no harm to the wider landscape or sensitive receptors.

Proposed Development

This application seeks approval of the reserved matters (namely the layout, scale, appearance, and landscaping) for the detailed form of development that is proposed to take place on areas 2A and 2B of overall hybrid planning permission site 2019/1573. This part of the overall site is named by the applicant as Phase 2A.1.

The proposal is to erect 3 no. buildings that are intended speculative employment uses, industrial E(g) iii/B2, storage and distribution (B8 use) and would also include 10% office space. Total floorspace would be 10,312sqm across 3 no. buildings (measured internally). Soft landscape planting is proposed outside the plots around the southwest and northwest boundaries of the wider Phase 2 site

The development would be accessed off a newly formed road constructed from the existing Shortwood roundabout to the north that is intended to become adopted. The proposed 'estate' road would have an adoptable turning head to enable the future development of the South Western part of the site and through access to the adjacent part of the Hoyland North Masterplan framework area.

The detail for each plot is as follows:-

Total Internal Gross Internal Area (including 10% office space)

Unit 1 would be 2136.8sqm comprising 4no. smaller units with a building 8.2m to eaves, 9.9m to parapet and 10.13m to ridge with combined service yards and car parks.

Unit 2 would be 4598.7sqm – a larger single unit of 11.0m to eaves and 12.5m to ridge with separate parking and service yard

Unit 3 would be 3576.8sqm – Another single unit with separate parking and service yards. The building height would be 10m to eaves and 11.3m to ridge.

Overall, the development proposed would deliver approximately 2768sqm less floorspace on areas 2A and 2B than was indicated on the indicative masterplan at outline stage (approximately 21%).

All 3 units are proposed to be of neutral greens and grey cladding with feature panels of mixed greens and a darker green roof. Rooflights and up to 15% solar PV for each building are included. In addition, the proposals involve 20 EV charging points, 30 covered cycle spaces together with disabled parking and parking/manoeuvring yards for HGV's.

Soft landscaping plans have been submitted for each plot, along with a maintenance and management plan for the first 5 years. In addition, planting is proposed on the land positioned around the plots within the surrounding embankments consisting of a woodland tree planting and scrub mix, attenuation ponds with formal and native mix hedgerows and mature tree planting located at the side of the access road from Shortwood roundabout. The proposals also include biodiversity mitigation and enhancement measures including special seed mixes to the western pond area, meadow mix, bird and bat boxes and hibernacula. Footpath signage and furniture are also included for the new and improved footpaths running along the DVP.

The initial BREEAM pre- assessment of the proposed buildings indicates that they would achieve a standard of "very good". EV charging points are proposed in compliance with the adopted SPD Sustainable Travel and rooflights and PV cells are proposed to maximise natural light and provide renewable energy. Other BREEAM credits are achieved through (*inter alia*) sustainable construction techniques, ecological provisions and reducing construction waste.

An extensive suite of amended plans was submitted on 29th November which responded to consultee comments and proposed the following amendments to the proposals:

1. A minor alteration to the siting and form of Unit 3. The unit has been moved approximately 13m to the southwest resulting in changes to the car park. The north elevation now closely resembles unit 2. The shape of unit 3 has also changed slightly but overall floorspace remains the same.
2. Minor alterations are proposed to the external appearance of units 2 and 3 in terms of the materials, finishes and colours on some elevations. Within plot landscaping now includes a greater number of trees and native mixed shrub species with less low maintenance grass to reflect comments from officers and the Design Review Panel.
3. Revisions have been made to the Landscape and Ecological Management Plan in response to officers comments regarding ecology and paths/signage.
4. A minor alteration has been made to the landscape drawings showing paths and signage in response to comments from officers.

Further amended plans were submitted on 22nd and 23rd December following agreement of materials specification with the Urban Design Officer and minor adjustments have been made to plot accesses to satisfy highways design requirements.

Additionally, a biodiversity impact and offsetting scheme for this phase of reserved matters has been provided.

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 which in Barnsley is the adopted Local Plan and Joint Waste Plan. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

The Local Plan

There is a site-specific allocation policy and the site lies within the Hoyland North Masterplan area.

Site ES17 Land South of Dearne Valley Parkway 28.2 ha and in Hoyland North Masterplan Area.

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS64; HS66; HS56; and employment site references: ES14 and ES17. The development will be expected to:

- Provide appropriate access to housing site references HS64, HS66 and HS56.
- Protect and retain the areas of woodland, species-rich neutral grassland, pond and stretches of older hedgerow. The site has potential as a habitat for newts, so it is recommended that this possibility is investigated prior to any development.
- Consider and minimise the impact on the setting of listed buildings through appropriate design and landscaping.
- Ensure that development respects the landscape and wider countryside, and where appropriate mitigation measures are incorporated to address impacts on the adjacent Green Belt and countryside; and
- Protect and retain the Green way, Public Footpaths and Bridleways, cutting through and along the periphery of the site, and make provision for them in the design of the layout

GD1 General Development – Proposals for development shall be approved if there will be no adverse effect.

SD1 Presumption in favour of sustainable development – Planning applications that accord with other relevant policies will be approved without delay.

LG2 Location of Growth – Urban Barnsley is the highest priority location to accommodate growth in accordance with the adopted settlement hierarchy.

Policy E3 Uses on Employment Land - On allocated employment sites the Council will allow the following uses: research and development (B1b) and light industry (B1c); general industry (B2); or storage or distribution (B8). The supporting text to the policy advises that the provision of well-located employment land is key to the Borough's future economic growth and it is therefore essential that both new employment land and land currently in use or last used for employment purposes, is protected, and safeguarded from non-employment uses.

Other relevant policies include: -

CC2 - Sustainable design and Construction

D1 - Design

- T3 - New Development and Sustainable Travel
- T4 - New development and Transport Safety
- T5 - Reducing the Impact of Road Travel
- D1 - High Quality Design and Place Making
- CC1 - Climate change
- CC2 - Sustainable Design and Construction
- CC3 - Flood Risk
- CC4 - SUDS
- GI 1- Green Infrastructure
- GS2 - Green ways and Public Rights of way
- Bio1 - Biodiversity and Geodiversity
- HE1 – The Historic Environment
- HE6 - Archaeology
- RE1 - Low Carbon and Renewable Energy
- SD - Presumption in favour of Sustainable development

Hoyland North Masterplan Framework

The Hoyland North Masterplan Framework is relevant to that part of the planning application which lies to the south of DVP (site allocation ES17).

The Masterplan Framework was adopted on 19th December 2019. It is intended to facilitate the creation of a mixed-use community comprising around 765 new homes and 37 hectares of employment land, with associated infrastructure to the north of Hoyland's urban area set within a greenspace network that supports multi-functions and activities. A golden thread running through the Masterplan Framework process is health and well-being principles and sustainability initiatives with green infrastructure. For the employment area ES17, the masterplan set out the expected future land uses.

Other detailed requirements of the masterplan include 10% biodiversity net gain, a colour palette, scale and massing limitations to minimise harm to wider landscape, expectations concerning the location of service yards, consideration of green roofs, pedestrian and cycle routes, new woodland areas within high wall zones, high value wetland swamp grass land retention areas and management and maintenance requirements.

Hybrid planning permission 2019/1573 was the subject of a wide variety of conditions and a S106 Agreement to secure the requirements of the masterplan and relevant Local Plan Policies.

Relevant Supplementary Planning Documents

- Parking
- Biodiversity and Geodiversity
- Residential Amenity and the Siting of Buildings
- Sustainable Travel
- Trees and Hedgerows
- Planning Obligations

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 an up to date development plan should be approved without delay.

Consultations

Comments have been received from the following consultees:-

Biodiversity – No objections
Coal Authority – No objections
Enterprising Barnsley – Support the application
Forestry – No objections
Highways Drainage – No objection subject to conditions as per outline application
Highways DC - No objections subject to conditions
Pollution Control – No objections
Public Rights of Way – No objections
South Yorkshire Mining Advisory Service – No objection
Superfast South Yorkshire – No objection subject to planning condition (a similar condition was also required at the outline stage condition 38).
Urban Design Officer – No objections
Yorkshire Water – No objection

Representations

The application was advertised by press notice, by 3no. site notices and by 31 individual letters to neighbours and on the Councils website. No comments have been received.

Assessment

The Principle of Development

The development of the site for employment purposes was established through hybrid planning permission 2019/1573 and is in accordance with Local Plan Policy ES17 and the Hoyland North Masterplan in land use planning policy terms.

The relevant assessment considerations for this reserved matters application therefore only relate to layout, scale, appearance and landscaping details of the plans with means of access already approved at the outline stage. Consideration of reserved matters is set out below:-

Layout

The layout comprises 3 buildings instead of the 4 envisaged in the indicative masterplan. The access, attenuation ponds and footpaths are closely in line with the indicative masterplan, although unit 1 is closer to the access road, with its service yard to the rear (south west). The Design Panel supported the slight relocation of Unit 1 and had no concerns about visual impacts of there being 3 rather than 4 units.

The development will be accessed off a newly formed arm off the existing Shortwood roundabout to the north. This will have an adoptable turning head which will enable future access to be created to the remainder of the Hoyland North Masterplan Framework area to the south. Although the future occupants are not yet known, the applicant states that the layout has been designed to accommodate operational requirements for typical occupiers for these size units; Unit 1 comprising small units has a combined service yard and car park to the west of the building and units 2 and 3 have dedicated car parks and service yards to the west of each building. All are considered of appropriate dimensions and locations for modern employment units.

Scale

The applicant has put forward a case that 3 larger buildings of the sizes proposed would be a better fit with the market requirements than the 4 smaller ones indicated within the existing hybrid planning permission and this is supported by comments from Enterprising Barnsley. This does also mean that the amount of development is slightly less than envisaged at outline stage for this part of the site (anticipated 13,081sqm in 4 units compared to proposed 10,312 in 3 no units).

Building Heights -The proposed eaves heights of Units 1 and 3 remain at or below the maximum (10m) as set out in the approved outline permission. Both units also remain within the approved overall height parameters (12m).

The finished floor level (FFL) of Unit 3 at 147.5m is set slightly above the 147.0m indicated on the Parameters Plan. However the overall ridge level of 158.86m AOD is within maximum parameter height applicable to that unit (159.0m AOD).

The eaves height of Unit 2 at 11.05m is slightly above the 10m height allowed by Condition 19 of the outline permission and therefore triggers consideration under Condition 20. The ridge height at 12.595m also exceeds the maximum height of 12m as set out on approved parameters plan 12006-1-106 REV C. However overall, the buildings ridge level of 160.295m AOD is within maximum parameter height applicable to that unit (160.5m AOD).

Due to the parameters being exceeded, albeit only slightly, in accordance with conditions 19 and 20 of the outline permission, a Landscape and Visual Impact Assessment (LVIA) has been submitted. The LVIA finds that as unit 1 is located closer to the access road and unit 2 is larger and slightly higher than the condition allowed, the visual impact on Shortwood is significant compared to pre-existing character of woodland and pasture on the reclaimed colliery land. However, in assessing the proposal in context with existing built development, the character of the immediate area of the Shortwood roundabout is already one of large commercial units and the removal of trees to create development platforms have already made the landscape more open and the buildings more obvious. Despite the slight increase in height over parameters, on balance, considering the overall change to impact on landscape from those expected at outline stage are not considered to be significant, nor substantial. This is supported by comments from the Design Review Panel (see below). Enterprising Barnsley have confirmed that the size of the units will help to fill a clear gap in the development market and will help to support a number of enquiries that are currently being turned away due to lack of stock of these sizes and types of unit within Barnsley.

Appearance

The buildings are proposed to have shallow apex roofs with rooflights and solar PV panels covering up to 15% of the roof area. Colours are proposed to be goosewing grey with large areas of khaki green and olive green with feature panels in horizontal bands of four neutral/earthy colours. Roofs are proposed to be olive green to blend in with the surrounding landscaping and minimise impacts on the wider landscape. The colours are all close to the neutral palette as set out in the adopted Masterplan framework and reflect the comments of the Design Review Panel and have been agreed with the Urban Design Officer. Glazed elements to offices and to the elevation facing Dearne Valley Parkway will provide additional interest. Within plot landscaping will provide biodiversity interest and screening, with mature trees and ornamental shrubs providing instant impact and year round interest.

Design Panel

The Masterplan Framework states on Page 72 - Developers will be required to present future planning applications to the Barnsley Urban Renaissance Design Advisory Panel. The hybrid (outline and engineering operations) proposal 2019/1573 was presented to the Design Panel on 28th May 2020 and the current reserved matters application was considered by the Design Panel on 7th September 2021. The Panel commented that:

- Further consideration of colour was required– *Applicant response is that the colour panels have been enhanced as per Design Panel comments and agreed with the Urban Design officer.*
- There should be a continuity of experience for people using the Parkway for people not travelling by motorised vehicles. The footpath and cycleway links north and south of the Parkway need to match to prevent ambiguity – *The Applicant's response is that the footpaths and cycleways and specifications have been agreed with Public Rights of Way officer*
- On the south side of the Parkway there needs to be more detail on how the gradient works and how the planting margin works- not to create 'separation' from the Parkway, but to ensure that these routes are not intimidating or isolating at night – *The applicant's response is that cross sections have been provided to demonstrate the relative position of the footpaths running parallel to DVP.*
- If sustainable drainage schemes are being used these need to look integrated into the landscape rather than being overly engineered – *The applicant's response is that the attenuation basin's to be adopted by Yorkshire Water should be a maximum 1m deep and of grass cover and not subject to silt build up.*

The Panel considered that the colours, design, and materials provide a clear visual indicator of where the main user entrance and the offices are via the use of high-quality aluminium cladding with feature panel in various shades of green to provide a prominence and hierarchy on the building's elevation.

The entrances to each of the units have been accentuated via the use of double height glazing. Some wrap round the return elevations further emphasizing the main entrances and enables the users to easily identify the entrances to the units from the proposed car parks and access roads. To break up the main elevations, composite cladding panel has been introduced in different shades matching at least two of the colours on the feature panel. This creates a level of continuity between the two materials and enables the materials to transition from areas that are in public view to materials that will be using in areas that are out of public view. These contrasting panels have been enhanced following comments from the Urban Design Officer so that a grey background is less dominant. Proposed fencing and gates have also been changed to green to blend in with the landscape more.

Overall, despite the minor exceedance of height of unit 2 above outline expectations and the reduction in the expected number of units from 4 to 3 the LVIA has demonstrated that the impacts did not result in concerns being raised by the Design Panel who were reassured with the layout and colour palette, which has since been refined with the Urban Design Officer. The proposal now comprises a high-quality product with modest roof heights and high-quality design and elevational treatment within a landscaped setting. The proposal is considered to comply with Local Plan Policy D1 and GD1 on this point.

Landscaping

The Hoyland Masterplan framework states that at least 10% biodiversity net gain is required and that new woodland areas within high wall zones and high value wetland swamp grass

land area to be retained, as is management and maintenance, governance, and stewardship of green infrastructure:-

Within plot landscaping – This is proposed to consist of trees, specimen shrubs, ornamental planting with formal hedge planting and species rich eco flowering lawn to integrate the development within its context of commercial buildings, service yards and car parks, and the wider landscape setting.

Shrub and feature tree planting are proposed to define the entrance points to each plot and hedge planting is proposed to define plot boundaries and break up the areas of hard landscaping and service yards.

Species rich flowering lawn seeding to grassland areas will increase ecological value and enhance the sites biodiversity.

Amended plans have provided additional tree planting (20 no. trees, up from 9 no. (extra heavy standard size). The Forestry Officer considers that that the proposed large ornamentals and cultivars of native trees is acceptable within the plots to place greater emphasis on the aesthetics and seasonal impacts of the trees to enhance the enjoyment of the landscaping for visitors and users of the site.

Outside of plot structural landscaping

The proposed landscape to the access road and out of plot areas has been designed in consideration with the wider site landscape masterplan with structural tree planting along the main access road, which will introduce immediate structure and height to the landscape. These areas fall within the wider site boundary but outside the individual plots, and will be delivered, managed, and maintained by the landowner through the planning conditions and S106 agreement forming part of the existing hybrid planning permission.

The landscape proposals include retained and enhanced landscapes, large areas of woodland, scrub, and meadow. These will be supplemented with mature tree planting and lengths of both informal native hedgerows to provide wildlife corridors and long-term site wide biodiversity interest as well as formal clipped hedging. Woodland will be created on the top of the newly created slopes to break down massing of the proposed built development and provide screening, with scrub planting to support a range of wildlife. Some mature trees will be planted to provide instant impact. Extra heavy standards will be planted along the access road leading from Shortwood roundabout.

The attenuation basin towards the southwest boundary of the site will be ephemeral in nature, with retained water in wet seasons. A wetland meadow seed mix is proposed. Permanent wet areas will be planted as a reed bed.

Pedestrian routes will be flanked by mown strips to maintain openness and minimise maintenance, with more naturalistic planting set back from these routes.

Footpaths/cycle routes will be provided to link to existing network and surfaces with self-binding gravel/aggregate. Street furniture and signage is also proposed away from the buildings. Existing footpaths within the site will be enhanced with fencing and gates where appropriate. The existing PROW to the west of the pond in the southwest of the site is to be retained, as is the existing right of way, running SW-NE in the southwest of the site. New footpaths/cycleways are proposed through the landscape buffer along the Dearne Valley Parkway (DVP) and running from the DVP running to the east of the pond to link up with existing footpaths to the south of the wider ES17 site. The Public Rights of Way Officer is

satisfied with the proposed route and specifications of footpaths (including public rights of Way), signs and linkages.

All of these measures were required as part of the existing hybrid planning permission and will be managed long term according to a maintenance schedule.

The Forestry Officer welcomes native evergreens of Holly and Scots Pine, comprising 15% of the total planting but notes that they will provide only limited additional screening over the long term. However, a higher inclusion would harm the biodiversity value and amenity of the mix. Older larger sized trees in the woodland scrub areas will provide initial impact which is welcomed to provide initial impact and to get a head start on providing a visual barrier to the site.

The tree planting proposed for the attenuation basin includes pioneer tree species such as Birch trees along with occasional Oak and the inclusion of some Willow and is in keeping with the reed beds proposed in that area.

The inclusion of species such as Red Oak, Fastigate Hornbeam and Sugar Maple in high usage areas will add colour and texture to the scheme during the various seasons. The planting specifications and landscape management plan are considered acceptable.

Overall, the landscaping proposals are acceptable and accord with Local Plan Policy BIO1 and GD1 and GS2.

Biodiversity

As the site lies within the Hoyland North Masterplan area, the existing S106 Agreement requires 10% biodiversity net gain for the whole hybrid planning permission area, which can be secured through both on-site and off-site mitigation and enhancement. The hybrid permission did however require detailed plans to be submitted with each Reserved Matters application indicating biodiversity mitigation and enhancement measures, including long term management, for each plot. There are several elements to the biodiversity proposals for this application:

Out of plot - Existing habitat to be retained and enhanced includes grassland, woodland, scrub, a pond and a ditch. Woodland habitats totalling 0.86ha will be enhanced to create good condition woodlands. In addition, selective thinning of existing woodlands shall be undertaken to create more openings woodland to encourage tree regeneration and understorey establishment

Habitat creation - Green infrastructure proposals include the creation of a range of habitats throughout the site that will be managed for their biodiversity value, including woodland, scrub, species rich grassland and attenuation features with marginal planting. Within plot biodiversity enhancements will include ornamental planting and amenity grassland turfs which will be managed primarily for their amenity value. Grassland will be seeded with a diverse flowering lawn mix managed to prioritise their amenity character and provide some botanical interest, particularly during the spring/summer months. Overall outside of plot planting will include 150 extra heavy standards, over 3000sqm of native woodland mix, 440m of formal hedgerow, over 1km native hedgerow, almost 28,000 sqm native shrub mix and over 450sqm reedbed mix.

Additional biodiversity enhancements – Provisions would include a bat hop-over across the site access road, the inclusion of baffles/louvres to reduce light spill onto sensitive habitats, bat boxes, bird nesting boxes and hibernacula features.

The assessment of the proposals demonstrate that this reserved matters (phase 2a.1) will lead to an overall gain of biodiversity compared with the baseline values for habitats (+25.95%) and hedgerows (61.62%), but there is a loss of both grassland areas and woodland habitats compared to baseline. Despite this, as more than 10% net gain will be secured, no additional off-site habitat creation will be required to compensate for this phase and no offsetting scheme is required.

Members should note that to comply with the Section 106 agreement (schedule 4), calculations for the remainder of phase 2 and phase 3 of the development should utilise the data provided within this report to track the site wide net gain and inform offsite habitat creation requirements. The Biodiversity Officer has assessed the proposals and has no objections as the site will deliver greater than 10% net gain. The proposal is therefore in accordance with Local Plan Policy BIO1 and the Hoyland North Masterplan Framework on this point.

Highways Layout

An assessment of the effects of the overall development on the highway network was carried out when the previous application was considered (2019/1573). That was accompanied by a Transport Assessment and a framework Travel Plan was agreed in order to ensure the site maximises sustainable travel opportunities. The site is also bound by the requirements of the Hoyland North Masterplan Framework.

This reserved matters application is for the development of 10,312m² for a range of employment uses. As the proposal is speculative the specific occupiers and end users are not known at the present time. Notwithstanding this it is noted that the planning statement confirms that the layout has been designed to accommodate the operational requirements of a typical occupier of any those uses (classes B2, B8 and E(g) (iii)).

In terms of the servicing of each plot, the service yard for units 1A – 1D is a combined yard / car park and designed to enable an HGV to manoeuvre through the yard to the service doors whilst cars are parked. Units 2 and 3 have dedicated car parks and service yards which have been designed to have a depth of 40m which is consistent with industry standards enabling a full lock HGV 360-degree manoeuvre to be undertaken. In terms of pedestrian and cycle access the site benefits from a 3m shared footway / cycleway to the northern side of the access road and 2m footway to the southern side. It is noted that a temporary turning head is to be provided to the front / west of unit 3 as the access road will ultimately continue beyond this point to serve further development to the west of this application site.

The existing Framework Travel Plan is applicable for this reserved matters application and a detailed Travel Plan (or Tenant Travel Plan) for each building requires approval by the Council prior to occupation under the obligations contained within the existing S106 agreement. In view of the above and after consideration of the submitted information and amendments there are no objections to the proposal from a highways perspective subject to conditions. The application is therefore in compliance with Local Plan Policies T3 and T4

Residential Amenity

The relationship between the proposed new development and the adjacent existing residential properties has been considered in detail. Local Plan Policy POLL1 seeks to protect residents from the impact of new industrial and warehouse development and adopted SPD 'Residential Amenity and the Siting of Buildings' sets out minimum thresholds for spacing distances and scale to be applied to non-residential buildings to ensure residential amenity is not affected.

In this case, the nearest residential dwellings are over 170m to the north east on Upper Hoyland Road, separated from the site by the new access from the DVP and a substantial vegetation belt. To the south the distance is approximately 480m from Hoyland Road, to the southwest over 480m from the dwellings on Tinker Lane, and it is over 800m from the dwellings on Lynham Avenue where they are separated by the DVP and Gateway Phase 1.

Dwellings at High Royd Farm and Shortwood Villas are both over 300m away and lie beyond the Dearne Valley Parkway.

Overall, the intervening distances between the units and the residential dwellings, the differences in height and intervening vegetation and the existing and proposed landscaping, will safeguard privacy and outlook and far exceed the thresholds required in the adopted SPD "Residential Amenity and the Siting of Buildings.

Additionally, the Pollution Control officer has not raised any issues about impact on residential amenity in terms of dust or noise either during the construction phase or the operational phase of the development, nor has he raised issues about lighting impacts on residential amenity.

Overall, the proposal is considered to be in accordance with Local Plan Policy GD1 and D1 on this point, POLL1 and the adopted SPD.

Summary and Conclusion

The assessment considers the first reserved matters of the outline planning permission element of hybrid planning permission 2019/1573 relating to one of the phases (2A.1). The reserved matters relate to layout, scale, appearance and landscaping with means of access already approved.

In terms of layout the proposal differs from the approved indicative plan granted at outline stage in that 3 units are proposed instead of 4 previously envisaged and the service yard for unit 1 is located to the west of the proposed building, instead of by the new access road. The reduction in the number of units has been proposed due to marketability but takes into account the quantity of development proposed and the amount of B8 use allowed by condition 21 which still accords with the outline permission. Overall it is considered 3 units are acceptable. The Design Panel were very supportive of moving Building 1 closer to the service road, rather than the service yard and considered it to be a positive move.

On the matter of scale the proposal is for 3 units rather than the 4 that was anticipated at the outline stage. Whilst units 1 and 3 lie within the size thresholds set out in the outline permission, unit 2 exceeds them by a small amount. However Enterprising Barnsley confirm there is a need for units of this size and a Landscape and Visual Impact Assessment has been submitted which demonstrates that the slight increase in size over permitted parameters would not cause a significantly greater impact on landscape and visual amenity as a result and both internal Officers and the Design Review Panel were also supportive on this point.

In relation to appearance the plans adhere to the specific requirements of the masterplan concerning the external facing materials and meet with the blessing of the officers including the Senior Urban Design Officer and the Design panel. This is especially in respect of the proposed colour scheme, using neutral colours with highlights and the darker green shade for the roof.

With regards to landscaping a large proportion of the outside of plot structural landscaping required for phase 2 at outline stage is proposed in this reserved matters application, together with new and improved footpath routes, fencing signage and biodiversity mitigation and enhancement, together with a long-term management plan. It is considered that the landscaping proposals are acceptable and accord with Local Plan Policy BIO1 and GD1 and GS2.

Overall then the proposal is of appropriate and high quality design that is accompanied by a detailed landscape and maintenance scheme which will also provide the required 10% net gain in biodiversity. The proposal therefore complies with the Local Plan (including site specific allocation policy ES17), the Hoyland North Masterplan, and the advice set out in the NPPF for the reasons explained in the assessment section of this report. Paragraph 11 of the NPPF applications is that which accord with an up to date development plan should be approved without delay. The officer recommendation to members is therefore one of approval.

Recommendation

Approve subject to conditions

Conditions:-

1. The development hereby permitted shall be begun before the expiration of 2 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:

Plans:

Location Plan ref. 12006-2 (P)100C
Block Plan ref. 12006-2 (P)101C
Masterplan ref. 12006-2 (P)110J
Proposed site plan ref. 12006-2 (P)111J
Detailed site plan-Plot 1 ref. 12006-2 (P)112G
Detailed site plan-Plot 2 ref. 12006-2 (P)113F
Detailed site plan-Plot 3 ref. 12006-2 (P)114G
Section 1 ref. 12006-2 (P)115B
Section 2 ref. 12006-2 (P)116C
Section 3 ref. 12006-2 (P)117C
Section 5 ref. 12006-2 (P)118D
Unit 1 Floor Plans ref. 12006-2 (P)120B
Unit 1 Elevations ref. 12006-2 (P)121J
Unit 1 Roof Plan ref. 12006-2 (P)122D
Unit 1 3D ref. 12006-2 (P)123B
Unit 2 Floor Plans ref. 12006-2 (P)125D
Unit 2 Elevations ref. 12006-2 (P)126G
Unit 2 Roof Plan ref. 12006-2 (P)127C
Unit 2 3D ref. 12006-2 (P)128A
Unit 2 Design Section ref. 12006-2 (P)129A
Unit 3 Floor Plans ref. 12006-2 (P)130C
Unit 3 Elevations ref. 12006-2 (P)131H

Unit 3 Roof Plan ref. 12006-2 (P)132C
Unit 3 3D ref. 12006-2 (P)133C
Unit 3 Design Section ref. 12006-2 (P)134B
Typical Bin Store Detail ref. 12006-2 (P)135
Typical Cycle Shelter Detail ref. 12006-2 (P)136A
Typical Fencing Detail ref. 12006-2 (P)138A
Typical Sub Station ref. 12006-2 (P)139
Typical Gas Kiosk ref. 12006-2 (P)140
Landscape Plan [Plots 1-3] ref. 12006-2-VL_L01E
Landscape Plan [Plots 1] ref. 12006-2-VL_L02E
Landscape Plan [Plots 2] ref. 12006-2-VL_L03E
Landscape Plan [Plots 3] ref. 12006-2-VL_L04E
Landscape Typology Sections ref. 334-UW-P-003 Rev.B
Landscape Masterplan ref. 334-UW-P-004 Rev.D
Site Wide Planting Plan ref. 334-UW-P-007 Rev.E
Landscape Features Plan ref. 334-UW-P-008 Rev.F
Reinforced Soil Bank ref. 334-UW-P-006 Rev.A
Timber Foot Bridge ref. 334-UW-P-009
Soil Depths ref. 334-UW-P-010 Rev.A
Self-binding Aggregate Surfaces ref. 334-UW-P-011
Typical Tree Pit Detail ref. 334-UW-P-012
Typical Whip Planting Detail ref. 334-UW-P-013
Rabbit Proof Fencing Detail ref. 334-UW-P-014
Bench Detail ref. 334-UW-P-015
Picnic Bench Detail ref. 334-UW-P-016 Rev.A
Footpath Signage Details ref. 334-UW-P-017 Rev.B
Planting Plan Sheet 1 ref. 334-UW-P-018 Rev.C
Planting Plan Sheet 2 ref. 334-UW-P-019 Rev.C
Planting Plan Sheet 3 ref. 334-UW-P-020 Rev.C
Planting Plan Sheet 4 ref. 334-UW-P-021 Rev.C
Planting Plan Sheet 5 ref. 334-UW-P-022 Rev.C
Proposed Levels Plan ref. Y20112-D100-REV8
2020-2021 Earthworks Levels ref. Y20112-D101-REV3
Site Sections Sheet 1 of 2 ref. Y20112-D601-REV3
Site Sections Sheet 2 of 2 ref. Y20112-D602-REV3
Site Sections Location Plan ref. Y20112-D603-REV3
Proposed Drainage Layout s1of3 ref. Y20112-D200 rev.2
Proposed Drainage Layout s2of3 ref. Y20112-D201 rev.2
Proposed Drainage Layout s3of3 ref. Y20112-D202 rev.2
Visibility Splays ref. 21095.IN.02 Rev.A
Schemes, Specifications and Management Plans
Landscape Specification ref. 12006-2-VL_L05
Landscape Maintenance & Management Plan ref. 12006-2-VL-R01A
Habitat Creation, Biodiversity Mitigation and Enhancement Scheme ref. 6424 rev.A
Landscape and Ecological Management Plan Revision D (November 2021)
Drainage Strategy Report ref. AMF/DS/Y20112.v2, including Management and
Maintenance Plan ref. VW/DMMP/AMF/DS/Y20112.v2
Biodiversity Off-Setting Report (Phase 2A.1) Rev.- (November 2021)

Assessments

BREEAM Pre-Assessment Planning Note ref. 18680-ELDS rev.02
LVIA Addendum (including photomontages) ref. 334-UW-P-Rev.E
Biodiversity Impact Assessment (Phase 2A.1) Rev.D (November 2021)

Reason: In the interests of clarity and the visual amenities of the locality in accordance with Local Plan Policy D1 High Quality Design and Place Making.

3. No construction of the streets proposed for highway adoption including accesses shall be commenced until full engineering, drainage, street lighting and constructional details of these have been submitted to and approved in writing by the LPA. The development shall, thereafter, be constructed in accordance with the approved details.

Reason: To ensure that the internal streets are planned and approved in good time to a satisfactory standard for use by the public in the interests of highway safety, and Local Plan Policy T4.

4. All surface water run off shall be collected and disposed of within each development plot and shall not be allowed to discharge onto the public highway,

Reason: In the interests of road safety.

5. Vehicular and pedestrian gradients within the site shall not exceed 1:12

Reason: To ensure safe and adequate access.

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 1300 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 Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.

7. Prior to the first occupation of each unit hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan 21095.IN.01 dated 29/11/21 (Junction Intervisibility and spacing 2.4mx 43m splays). The splay shall thereafter be maintained at all times free from any obstruction exceeding 900mm above the level of the adjacent highway carriageway. **Reason: In interests of highway safety and in accordance with Local Plan Policy T4.**

8. Prior to the occupation of any building approved as part of this permission, full details of permanent security lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the location, orientation, angle and luminance of the lighting and shall be designed to ensure light pollution does not affect residential amenity or harm wildlife. The approved details shall be implemented on each plot prior to occupation or use of the building and retained as such thereafter.

Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection

9. No building or use hereby permitted shall be occupied or use commenced until a Delivery & Servicing Plan has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved delivery and servicing plan for the lifetime of the development. The delivery and servicing plan shall include:

- a) The contact details of a suitably qualified co-ordinator;
- b) How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the adopted highway;
- c) Details of any freight consolidation operation, centre and the delivery and servicing booking and management systems;

Reason: In the interests of highway safety and to minimise the impact of vehicles servicing the development upon congestion, in accordance with Local Plan policy T4.

10. No building hereby approved shall be occupied prior to the installation of Electric Vehicle Charge Points in accordance with plans ref Detailed site plan-Plot 1 ref. 12006-2 (P)112G, Detailed site plan-Plot 2 ref. 12006-2 (P)113F, Detailed site plan-Plot 3 ref. 12006-2 (P)114G and meeting the minimum specification of “mode 3” 7 kW 32 amp, or alternative in accordance with an Electric Vehicle Charge Point and Infrastructure Strategy scheme submitted to and approved by the local planning authority.

Reason: In the interests of minimising the impact of the proposal on air quality in accordance with Local Plan Policy Poll 1.

11. The feature panels to building elevations shall be an ungraduated random mix of horizontal bands of the four approved RAL colours/numbers as specified on approved elevation plans: Unit 1 Elevations ref. 12006-2 (P)121J, Unit 2 Elevations ref. 12006-2 (P)126G, Unit 3 Elevations ref. 12006-2 (P)131H

Reason: In the interests of High-Quality Design in accordance with Local Plan Policy D1.

12. All in PLOT planting, seeding or turfing comprised in the approved details of landscaping shall be carried out on each plot no later than the first planting and seeding season following the occupation of the individual buildings; and any trees or plants which die within a period of 5 years from first being planted, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'.

13. All out of curtilage planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in full in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority upon commencement of development. Thereafter the landscaping shall be carried out in accordance with the approved details and timescales.

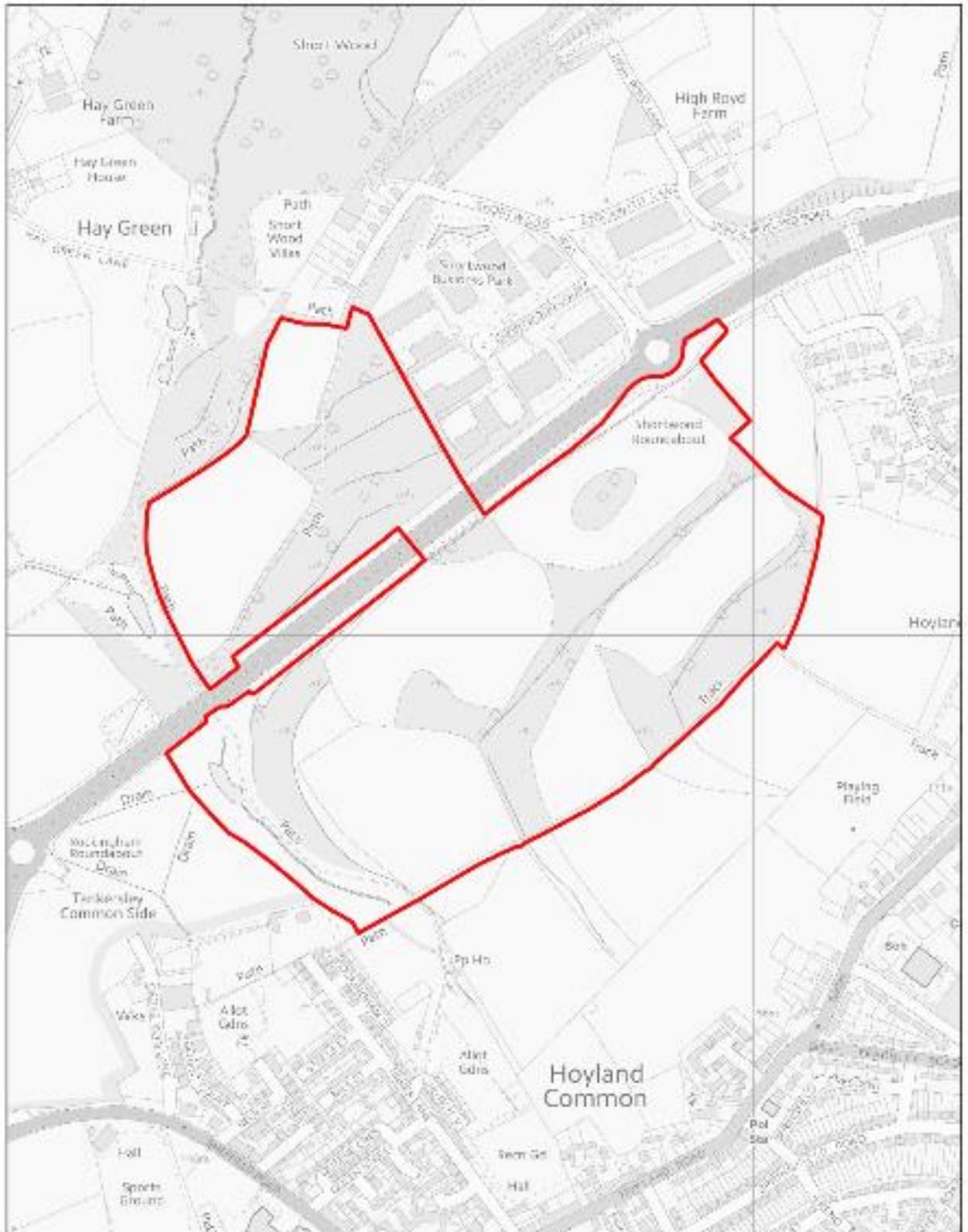
Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan policies GD1 'General Development' and D1 'High Quality Design and Place Making'

14. Upon commencement of development the detailed construction specifications, implementation timescales and maintenance arrangements for all footpaths/multi user routes/bridleways shown on the approved plans for this phase shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the footpaths/multi user routes/bridleways shall be constructed and maintained in accordance with the approved details and timescales.

Reason: To support sustainable transport objectives in accordance with Local Plan Policy T3

PA Reference:-

2021/1007



BARNSELY MBC - Regeneration & Property



Scale: 1:6133