

Applicant: Mr G Pardoe/Newlands Developments Ltd

Description: Hybrid planning application for a development up to 103,086sqm of employment uses (use classes B1/B2 and B8) and associated works including access roads, drainage and landscaping, a) Outline seeking approval over means of access and scale across 2 development plots (plots 2&3) of up to 71,515sqm floorspace; and b) full application for the development of plot 1 (31,571 sqm floorspace for use B8), associated earthworks and creation of access points including new roundabout to link with Hoyland south Masterplan Area (Local Plan references HS68, HS65, HS61, HS58, HS6, SL5)

Site Address: Land to the west of Sheffield Road, Hoyland, Barnsley

96 representations have been received from local residents.

Site Description

The site lies immediately to the south of Junction 36 of the M1, the centre of Hoyland is approximately 1.5 km away with public transport along Tankersley Lane and Hoyland Road. Hoyland Common Primary school lies just outside the site on the north-eastern edge. The site is former colliery land and the majority is in agricultural use with some hedgerows and trees. The site also incorporates part of the Rockingham Sports Ground field currently used for football and archery, which is proposed to be relocated.

The site is 53.5 hectares in extent and has an irregular elongated shape abutting the M1 to the west along its longest boundary. The northern end adjoins the roundabout system that links the Dearne Valley Parkway and the M1 roundabout at J36. Tankersley Lane runs east-west through the site with the dwellings on Tankersley Lane lying just outside the site boundary. The site extends south to abut Bellground Wood and east to Sheffield Road (A6135). A small southern extension to the south will provide an attenuation pond.

Topography is undulating with a high point in the north east and middle of the site of approximately 150mAOD falling to 120mAOD in the southwest. Potter Holes Local Nature Reserve (LNR) is designated for recreation within semi-natural and replanted woodland and lies approximately 540m west of the site and Elsecar Reservoir LNR is designated for recreation within Willow Carr and wetland and lies approximately 1.8km east of the site.

There are several listed buildings within close vicinity of the site within Tankersley, Birdwell and Hoyland. This includes Grade II* listed St Peter's Church, Tankersley, along with a Grade II listed sundial and mounting platform within the grounds; Dovecote at Glebe Farm to the north along Tankersley Lane approximately 0.25-0.3km away respectively. Within Birdwell there are three Grade II listed buildings within close proximity to the Site. Stone Bar Farmhouse with Attached Stable and Barn (0.2km from Site), Tankersley Mine Rescue Station (0.4km from Site) and Birdwell Obelisk (0.5km from Site). The closest Grade II listed building within Hoyland is the Church of St Peter which is 1km away. To the south of the site is a Milepost along Sheffield Road, Tankersley Old Hall and Old Hall Farmhouse and the Cottage approximately 0.4km from Site.

The site would be accessed via a new access road from Birdwell Roundabout at Junction 36 of the M1 and lies southwest of the Hoyland North masterplan area. Planning permission has recently been granted for employment under 2019/1573 for 38.5 ha land lying to the north and south of Dearne Valley Parkway. The site also lies immediately to the west of the Hoyland South Masterplan Framework area of the Local Plan.

Planning History

No directly relevant planning application history but the Hoyland West Masterplan Framework covers the site and was recently adopted by the Council.

Proposed Development

A hybrid application has been submitted for the site covering 53.42 ha for the following:

- Outline with all matters reserved, apart from means of access for up to 71,515 sq.m of employment uses (B1, B2, B8). A parameters plan has been submitted which proposes maximum building heights on plots 2 and 3 up to 18m. Although only in outline at this stage, plot 2 shows a building of 46,154 sqm (496,800 sqft) in size with parking for 35 cars, 120 HGV's and 64 loading docks.
- Full application proposed for cut/fill earthworks to provide development platforms, a new link road from Sheffield Road south of Parkside Road to the J36 gyratory and linking with the Hoyland South Masterplan area, (Local Plan references HS68, HS65, HS61, HS58, HS6, SL5) including pedestrian refuges and bus stop locations. This would be part funded by the Sheffield City Region Investment Fund.
- Full planning permission for a new distribution centre (Plot 1) of 31,571 sq.m (use class B8 - Hermes), drainage infrastructure, and landscaping. This is proposed to be a maximum height 16.4 metres (12.5 to underside of haunch and 15m to parapet), 370m long and 75m wide. Offices at the south end would be 3 storeys high and be of grey and blue. There would be parking for 650 cars and 595 HGV's (with 163 loading docks) with cycles, motorbike and accessible spaces. 34 EV charging points and ducting for a further 130 together with designated car share spaces.

The proposed earthworks and site infrastructure include the following:

- Bulk earthworks to form three development platforms
- Creation of a surface water attenuation pond
- Site wide surface water drainage linking the attenuation pond to the development platforms
- Site wide foul sewer including a foul sewer pumping station
- Construction of a Link Road between Birdwell Roundabout and Sheffield Road
- Construction of a new roundabout on Sheffield Road
- Reconfiguration of Tankersley Lane junction
- Site wide Infrastructure Landscaping

The proposal is expected to generate over 2000 new jobs in total with 500 permanent jobs with a further 800 temporary/agency jobs at the proposed Hermes Distribution Centre on Plot 1, which would be operational 24 hours a day probably working 3 shifts. Of the 500 permanent jobs to be created (112 jobs) 22% will be management/team leader roles with a salary of between £23K and £80K.

A draft S106 Heads of Terms for a s106 agreement has been submitted covering:

1. To reconfigure the remaining area of Rockingham Sports Ground, including turning the football pitch through 90 degrees
2. To provide a replacement sports facility at land south of Parkside Road as per the specification approved through a separate planning application (as well as commuted sums for seeding and initial maintenance) or, if planning permission is not

forthcoming, to provide a commuted sum of £850k to be used by the Council to create a replacement facility.

3. Biodiversity offsetting measures required to achieve 10% net biodiversity gain. This includes land to the south west of the site close to the motorway and land close to Broomhill Flash.

The proposed development is EIA development and is accompanied by an Environmental Statement, together with a comprehensive list of supporting documents and plans.

Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise. The Local Plan was adopted by the Council in January 2019 and the Council has also adopted a series of Supplementary Planning Documents and the Hoyland West Masterplan Framework, which are other material considerations.

The Local Plan

Site Specific Policy ES13

The development will be subject to the production of a Masterplan Framework including housing site reference HS57. The development will be expected to:

- 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; and
- Provide air quality assessments in accordance with Policy Poll 1.
- Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:
 1. Information identifying the likely location and extent of the remains, and the nature of the remains;
 2. An assessment of the significance of the remains; and
 3. Consideration of how the remains would be affected by the proposed development.

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:-

CC1 - Climate Change
CC2 - Sustainable design and Construction
C3 - Flood Risk
D1 - Design
E1 - Providing Strategic Employment Locations
E2 - The distribution of New Employment Sites
E3 - Uses on Employment land'
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 - 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
CL1 - Contaminated and Unstable Land
Poll1 - Pollution Control and Protection
SD - Presumption in favour of Sustainable development
I1 - Infrastructure and Planning Obligations

Hoyland West Masterplan Framework

The Hoyland West Masterplan Framework is relevant to the planning application. The masterplan was adopted on 24th September 2020 and covers the west of Hoyland, between Sheffield Road and M1, at Junction 36. It consists of two allocated sites: ES13 which will deliver 49.3 ha of Employment Land; and the HS57 site of 2.53 ha which will deliver approximately 101 dwellings and links to the Hoyland South and Hoyland North Masterplan Framework areas of the Local Plan.

The ambition for the Hoyland West Masterplan Framework area is to enable future sustainable, high-quality development on the western edge of Hoyland, that provides a pleasant environment in which to live and work. It includes:

- An alignment for the link road as well as a preferred solution for the junction with Tankersley Lane and a proposed roundabout further south on Sheffield Road to divert trips away from existing residential roads and provide direct connectivity to Hoyland South Masterplan Framework area.
- A strategy for relocating Rockingham Sports Ground in phases.
- Requires full visual assessments to be undertaken to ensure that careful consideration of building massing and ensure that building heights should be commensurate with proposed footprints
- A requirement to provide a minimum of 10% biodiversity net gain
- Promotes a naturalistic colour palette, requires substantial planting along access road and elsewhere on the site
- Limits the amount of B8 use to plots 1 and 2 only and limits building heights
- For the large sale employment sites, the masterplan requires efficient and logical arrangement of well-designed buildings, sustainable materials and introduction of green infrastructure and greenspace to soften the plots and assimilate the built form in its context.
- A requirement for a network of accessible pedestrian and cycle routes along the new link road to link to existing public rights of way.

The masterplan also recognises that even with mitigation in place, development of the site will result in unavoidable harm to landscape character given the need for the site to accommodate larger buildings that generate sufficient value to cover the extensive infrastructure costs.

Supplementary Planning Documents

- Parking
- Residential amenity and the siting of buildings
- Biodiversity and Geodiversity
- 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 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.

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

Paragraph 80 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. 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.

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.

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.

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.

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

Paragraph 124 of the NPPF makes specific reference to good design as a key aspect of sustainable development.

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.

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.

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.

Consultations

Air Quality – No objections subject to a condition

Biodiversity – Satisfied 10% biodiversity net gain can be achieved through on and off-site proposals secured by way of planning conditions and a S106 agreement

Barnsley Biodiversity Trust – Have sought clarity on how mitigation will be provided.

The Bishop of Sheffield -Concerned as to how parishioners will travel to church should Tankersley Lane be closed echoing the objection by Tankersley Parish Council (see below).

Conservation Officer – Concerned about the cumulative impact this development and Hoyland South will have on the historic landscape and the associated change in setting towards Wentworth. Applicant needs to carefully consider elevation treatments that reduce visibility of units, especially Plot 2

Coal Authority – No objection.

Contaminated Land – No land contamination issues and so confirm that no conditions are required.

Enterprising Barnsley – Support the application, which will bring many new jobs and significant investment into Barnsley.

Forestry Officer – No objection subject to conditions

Highways DC – There are no highway related objections to the proposed application subject to conditions

Highway Drainage – No objection subject to conditions

Highways England – No objection subject to conditions

Historic England – No comments have been received.

Miriam Cates MP – Has raised issues relating to the proposed closure of Tankersley Lane East consistent with the representations made by Tankersley Parish Council (see below)

National Grid – No objection but developer should contact national Grid as there is apparatus in the site

Pollution Control – Proposed mitigation for noise and dust is acceptable subject to conditions

Public Rights of Way – No objections subject to a planning condition. Temporary closure orders would be required and an informative is proposed.

Urban Design Officer – Has made several suggestions for improving the design following the proposal being considered by the Design Panel.

Rotherham MBC – No objections

Sheffield City Council – No comments have been received.

South Yorkshire Archaeology Service – No comments have been received

South Yorkshire Passenger Transport Executive – No comments have been received

South Yorkshire Police – Would wish to see the developed built to secured by design standards.

Sport England - No objections subject to conditions and provisions in S106 relating to replacement sport facilities but a holding objection remains in place until a S106 agreement is signed.

Superfast Broadband – No objection, subject to condition

South Yorkshire Mining Advisory Service – No objection subject to condition

Tankersley Parish Council - Object on a number of grounds consistent with their concerns regarding the Hoyland West Masterplan. They are particularly opposed to closure of Tankersley Lane to the east of the junction with the proposed link road. They deem a T junction to be unsafe and are concerned about possible rat running through Tankersley and Pilley by drivers looking to avoid the M1 J36 roundabout and queuing on the A61 westbound. They are strongly advocating a signal-controlled crossroad junction that would ban all movements other than ahead thus preventing drivers from turning onto Tankersley Lane from the proposed link road and vice versa. In turn, this would maintain the existing vehicular link between Tankersley/Pilley and Hoyland Common rather than requiring drivers to detour up or down the proposed link road.

Yorkshire Water – No objection subject to conditions

Yorkshire Wildlife Trust – Have requested further retention/compensation/mitigation

Ward Councillors – no comments received

Representations

The application was advertised by press notice, by five site notices and by 435 individual letters to neighbours and on the Councils website. Prior to the submission of the application the masterplan was also subject to a 6-week public consultation period.

The Council is aware of a petition on the change.org website. The title of the petition is “Stop the mass building of Hoyland North/West & South Framework South Yorkshire and MyHermes”. At the time of writing the report the petition has 1,722 signatures

There have been 96 representations received at the time of writing the report, albeit some objectors made more than one representation and in a couple of instances more than one person in a dwelling made a representation. Of these, over 20 object to the closure of Tankersley Lane to the east of the junction with the link road as per the objection by Tankersley Parish Council. The other matters cited in representations were as follows:

- Increase in traffic – this was considered to be an issue on the motorway gyratory which, objectors stated, is already congested, and also along Sheffield Road, increase in risk of accidents, particularly due to proximity of school
- loss of green belt – although the site was previously allocated as green belt in the Unitary Development Plan, the site is now allocated for employment uses in the adopted Local Plan which has been through several public consultations and examination in Public by an Independent Inspector.
- Pollution – in particular air pollution (from additional traffic) and including light pollution from a 24-hour operation
- Loss of countryside and change of character from rural and residential area to industrial estate, including loss of country walks
- Increase in noise pollution from vehicles, alarms, construction etc, with concerns about increases in night-time noise

- Location is not suitable – whilst objectors considered that employment uses are needed many considered it should be on the Dearne Valley Parkway or elsewhere, and that if it should be on Green Belt land then why not Cawthorne or Wentworth rather than Hoyland. Other objectors considered that there are already empty employment/industrial buildings in the area which should be used first instead of building new ones.
- The cumulative effect of development in the Hoyland area is unacceptable.
- Poor quality jobs from storage and distribution uses.
- Impact on local infrastructure such as schools, doctors, dentists etc
- Closure of the recreation ground.
- Masterplan process – a sizeable number of objectors raised concerns about the masterplan procedure including the Parish Council, concerns raised included publicity and the nature of public involvement, inadequate public consultation and that it is a “whitewash” .
- A few objectors considered the sale of the development was too great and one considered the plot outlines on the plan are too large and should be smaller so easier to mitigate.
- Objectors considered there would be an impact on public health including mental health and that people were losing their human rights.
- Some objectors expressed concern about on-line public consultation only.
- Comments were also made in relation to impact on house prices, that the Council is selling of this land to make money, that the application should be supported as there is opposition by the community, drainage issues, and one objector had proposed suggestions including moving them to avoid visual impacts from the local dwellings, hipped roofs and green roofs.

Assessment

The Principle of Development

The whole application site is designated for employment in the adopted Local Plan. As such the proposal is acceptable in principle, but consideration needs to be given to the aforementioned policy requirements and material planning considerations. The Hoyland West Masterplan is a material consideration. This, and other material considerations are discussed in more detail below.

In considering the full application part of the proposal, significant engineering works in the form of cut and fill activities are proposed in order to achieve suitable development platforms for the employment uses. The proposed link road and access which is required as part of the masterplan and the site-specific plan policy are also part of the full application. Without these engineering works the land could not reasonably be utilised efficiently for employment uses due to significant level changes and the lack of existing accesses. It is likely that there would be temporary impacts whilst the engineering operations take place. Some negative weight must be attached to the consideration of this temporary impact which must be balanced against the benefits of the proposals.

In considering the outline part of the application, the whole site is allocated for employment use, and the principle is therefore acceptable. If outline permission is granted, detailed proposals will follow in subsequent reserved matters applications.

Having established that the principle is acceptable, it is therefore necessary to balance the beneficial of social, economic and environmental considerations and against adverse impacts that would arise from the proposal. The main issues are therefore as follows:

- Economic impacts of the proposal
- Proposed link road and associated highway works
- Impact on Rockingham Sports Ground
- Design and visual impact
- Landscape impact
- Impact on residential amenity
- Climate change and sustainability considerations, including biodiversity

There are also a number of other issues, including air quality, archaeology, mining legacy and impact on public rights of way which are considered and assessed within this report.

Economic Impacts of the Proposal

The site is designated within the Local Plan as Employment use and is in a highly strategic location close to the motorway and key trunk roads. At 49.3 ha, the employment allocation accounts for over 16% of all of the land allocated for employment in the Local Plan and almost half the land allocated for employment in Hoyland. It therefore has the potential to generate significant numbers of jobs both during construction and operationally. Once built out, the proposal would lead to significant private sector investment being secured on plot 1 and platforms readied for further inward investors and/or to accommodate local companies wishing to expand. For the plot 1 alone, 1,300 jobs are proposed of which 500 would be full time and 800 flexible/temporary. Although objectors considered these are low quality poorly paid jobs the applicant has stated that of the 500, 22% would be team leader/management roles with a salary of between £23K and £80K. For future development, the Masterplan limits B8 uses to plots 1 and 2 only, with plot 3 being for B2 and what was B1a employment uses.

A key objective of the Local Plan is to provide opportunities for the creation of new jobs and protection of existing jobs. This plan goes on to state this will be achieved by providing the opportunity to grow the economy by 28,840 jobs, which represents a one third increase in the number of jobs within the borough during the plan period (Nomis estimate that there were 87,000 jobs in 2014). The latest Nomis data is for the year 2018 and shows an increase of 10,000 jobs in the first 5 years of the plan period suggesting that the authority was on a trajectory that would have resulted in the target being achieved but the recent economic shock created by the pandemic is clear and obvious.

The spatial strategy in the Local Plan seeks to focus growth in Urban Barnsley and the Principal Towns, particularly to the east of the M1. Locating growth in this way was deemed necessary to maintain the viability of these settlements through increased local spending power in the case of residential growth and supply chain and service sector opportunities arising from employment growth on sites allocated for manufacturing and logistics use. Sites ES13 is particularly well placed in this regard being in close proximity to Hoyland Common Local Centre.

Paragraph 80 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. Based on the direct and indirect economic benefits arising from the proposal it will both demonstrably support local economic growth and help to sustain the local centre at Hoyland Common. Combined, these positive socio-economic impacts arising from the proposal attract substantial weight.

Proposed Link Road and Associated Highway Works

Link Road

The Masterplan states that “the provision of a link road is fundamental to the success of the scheme, as it would not only take advantage of the sustainable nature of the site location (adjacent to M1 J36 and Hoyland Common Local Centre), but this will also provide direct connectivity to Hoyland South Masterplan Framework area. This infrastructure will also divert trips away from existing residential roads.”

The application proposes a new link road running between the A6195 Cross Keys Roundabout to the north and the A6135 Sheffield Road to the south. In addition to providing a number of access junctions along the link road to plots allocated within the Hoyland West Masterplan Framework (HWMF), the application also proposes a new roundabout junction just north of Parkside Farm, linking to the southern extent of the site to enable future access to the Hoyland South Masterplan area. The existing Sheffield Road will be truncated at that point. It also proposes a new junction with Tankersley Lane that current dissects the site across an east-west alignment (discussed and assessed below). Alterations are proposed to the current A6135 Sheffield Road/Parkside priority junction through the creation of a new four arm mini roundabout, providing access to the link road and to a future access point to relocated sports facilities.

The Transport Assessment is accompanied by an additional VISSIM Microsimulation Modelling assessment report covering the A6195, J36 and A61 Westwood New Road, (the last two under Highways England Control). Highways England accept the report and no mitigation is required by the applicant on their network (M1, A61, A616). The implications for any additional journey time on the A6195 have been reviewed and are considered acceptable in relation to the proposed expected future transport movements for which the 2016 ‘Birdwell Improvements’ were intended to accommodate.

The link road and associated junctions have been designed in accordance with relevant design standards with the alignment mirroring that shown in the masterplan framework. As a direct free flowing alternative to Sheffield Road, it will take through traffic away from the centre of Hoyland Common and Hoyland Common Primary School. This is all the more significant given it will also carry traffic from the Hoyland South Masterplan area and will help to alleviate congestion on local roads. This therefore goes some way to addressing objections citing existing congestion and potential for this to worsen, increase in traffic and highways safety concern with the development being so close to the school.

Crucially, the traffic associated with the proposed development, in particular HGVs, will be not have to use the existing road network in Hoyland Common to gain access to and from the M1, Dearne Valley Parkway or the A61. The traffic modelling assessments used to demonstrate this are considered to be appropriate and robust.

The inclusion of the link road, as per the alignment shown in the Masterplan Framework, is therefore a major benefit of the proposal which attracts significant weight.

Tankersley Lane

Where the proposed link road meets Tankersley Lane the application mirrors the preferred option in the Masterplan Framework, which closes Tankersley Lane to traffic immediately to the east of the link road therefore creating a cul de sac for residents living on that section of Tankersley Lane. To the west of the link road Tankersley Lane is to remain open with the

creation of a T junction. This element of the application has provoked a significant amount of opposition and objections, including from Tankersley Parish Council.

The Parish Council have instead presented an alternative junction arrangement whereby Tankersley Lane would remain fully open and that the junction with the link road would be signalised with all movements other than straight ahead being banned. They argue that this would retain the existing vehicular connection between Tankersley and Hoyland Common as is and would reduce the risk of rat running to the west of Tankersley Lane by preventing vehicles travelling up and down the link road from making a left or right turn onto Tankersley Lane. They also consider it a safer alternative to a T junction.

The link road and junctions nonetheless comply with relevant design standards and as a free-flowing route, the transport modelling predicts that the link road will operate effectively as a by-pass to reduce congestion at the existing Sheffield Road/Tankersley Lane/Hoyland Road junction known locally as "Allott's Corner".

Whilst this may seem to sever some of the existing local traffic movements along Tankersley Lane, the proposals seek to promote the Link Road as the main north-south route and divert/deter through traffic from the current A6135 Sheffield and the Hoyland Road traffic signal-controlled junction. With this in mind, the proposals align with the Highway Authority's statutory duty to keep traffic moving. It also maintains a highway route between the local adjacent settlements of Tankersley/Pilley and Hoyland/Elsecar. Whilst it is noted that this would no longer be as direct a route as existing, any additional severance is reduced through options to travel north via the Cross Keys Roundabout or south via a new link between the Link Road and Sheffield Road/Parkside Road.

In contrast, the Tankersley Parish Council proposal would not divert traffic away from this junction to the same extent. In addition, signals would impact on the free-flowing nature of the proposed link road potentially undermining its effectiveness as a bypass.

The banning of left and right turns onto Tankersley Lane as per the Parish Council proposals would admittedly prevent drivers on the spine road from using Church Lane to reach the A616 thereby avoiding the A61. However, a possible consequence of this would be for drivers to still use Church Lane by accessing Tankersley Lane at Allott's Corner therefore compounding the situation for Hoyland Common residents living on Tankersley Lane and Sheffield Road. Accordingly, although the Tankersley Parish Council proposal has some merit for Tankersley and Pilley residents who use Tankersley Lane to access local services at Hoyland Common, it does not represent an appropriate solution having regard to all road users and residents in Hoyland Common who are likely to be most affected by the development.

Layout/Parking

For plot 1 it is proposed to take access from the Link Road at two points, with a roundabout provided for operational vehicle access. A gatehouse is provided at a suitable distance from the highway to enable internal queuing away from the highway should vehicles arrive simultaneously. A second access point taking the form of a priority junction is provided directly from the link road and is intended for staff and visitor vehicle access. The application does however provide an oversubscription of staff/visitor parking spaces within the proposed layout. The total number of spaces is based on the expected maximum number of daily employees to the site and takes account of the levels of parking required to accommodate the expected shift changeover periods. This will help maximise productivity and reduce idling of engines as staff wait for a free space. This is based on a similar site operating

elsewhere in the UK and, the proportion of mobility and cycle parking spaces meets the standards in the Council's parking SPD, this is deemed acceptable.

Impact of the highway network during construction

The applicant has submitted a Construction Method Statement for enabling works to the site which will allow works on Plot 1 to be brought forward. This is deemed acceptable subject to the necessary licences and agreements to allow authorisation of works to permit safe working adjacent to or crossing the public highway. An additional Construction Method Statement is nonetheless required for the remaining construction activities and a planning condition is therefore proposed.

Summary

For the reasons outline above there are no highways related objections to the proposed application with significant weight afforded to the benefits that would arise from the proposed link road (facilitating development of the site, diverting traffic away from Allotts Corner, creating access to the Hoyland South residential sites). It is therefore considered that the proposals are in accordance with the adopted Masterplan, Local Plan Policy T3 and T4 and paragraph 109 of the NPPF

Relocation of Rockingham Sports Facility (part)

Part of the Rockingham Sports Facility (football pitch and archery facility) is situated within the application site. The land associated with the current sports facilities is required to construct the link road as per the alignment shown within the Masterplan Framework. This is designed as a free flowing 40mph road in order for it to be sufficiently effective as a bypass diverting traffic away from Sheffield Road. This key piece of infrastructure will be delivered as part of the proposal in accordance with site specific policy ES13 and could not be aligned to avoid the sports ground due to the design standards required for a 40mph road.

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. Site specific policy ES13 also requires the replacement sports facility to be operational before development on the existing pitch commences. It is proposed to reconfigure Rockingham Sports Ground by turning the football pitch through 90 degrees prior to the land being surrendered for the link road and providing replacement facilities at Parkside nearby. This will ensure continuity of use for existing clubs. However, having the new facilities at Parkside operational is not entirely feasible given the timescales for a new pitch to be laid and the timescales the developer is working to in order to accommodate the occupier of plot 1, and make use of the Sheffield City Region funding. In recognition of this, the adopted Masterplan states that these new facilities will need to be relocated in phases since part of the existing sports pitches are required to accommodate the route of the new road. The S106 proposes that the works for temporary sports facilities are undertaken before the occupation of the Hermes building on Plot 1.

Several objections have been received regarding the closure of the recreation ground. In discussions between the applicant, 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) the following has been agreed:

- Turn the remaining football pitch through 90 degrees at the end of the current football season to allow continuity of use
- To retain the cricket pitch
- To retain the archery temporarily until a replacement is provided (see below)

- The S106 will provide certainty that the replacement facilities will be provided

On an accessible site nearby south of Parkside Road, the following are proposed under a separate planning application which has been submitted:

- 1 x adult football pitch
- 1 x youth pitch
- 1 x mini soccer pitch under 7/8
- Separate archery zone with 5 x 5m lanes with 90m range plus overshoot area
- A section 106 agreement will set out the specifications and of the works and will require the developer and/or the Council to construct the replacement facilities in accordance with those specifications.

Adopted Local Plan Policy GS1 states that although the loss of green space is not normally allowed, it can be acceptable where “an appropriate replacement green space of equivalent or improved quality, quantity and accessibility is provided which would outweigh the loss”.

In this case, the Council is of the opinion that the replacement facilities will provide an improved quantity of facilities and accessibility for not only local residents, but the wider Hoyland area and residents elsewhere in Barnsley due to the highway improvements brought about by the link road proposed as part of the development. The Council is also satisfied that increased quality will be achieved over the current offer at Rockingham recreation ground in providing a separate suitably designed archery zone and 3 no. football as a result of implementation through detailed specifications which will be set out the S106 agreement for the replacement pitches.

A planning application for Phase 1 of these works has been submitted under planning application reference 2020/0999 and is currently under consideration.

A S106 legal agreement will ensure the delivery of these facilities and the applicant will make a contribution to the provision of the new sporting facilities as follows:-

- £15,000 to enable Forge to continue to maintain the existing and temporary facilities
- £50,000 as a contribution towards seeding the replacement facilities
- £800,000 in the event that planning permission for the Parkside facility 2020/0999 is not granted by 31st March 2021, in order to allow the Council to undertake the works.

Further contributions will come forward from the housing development on HS57 residential allocation when it come forward. The cricket pitch will be relocated as part of the Hoyland North Masterplan proposals and located on housing allocation HS64. It is acknowledged that the replacement facilities may not be completed before the construction of the link road is commenced, however, sufficient accommodations and safeguards have been put in place to ensure that there will be a continuity of sports facilities in the interim.

Sport England is the statutory consultee in such cases and in providing comments, sought the views of the Football Federation and the England Cricket Board. The Football Federation are satisfied that providing an agronomist oversees the formation of replacement pitches and a PQS good standard is achieved, there are no objections. This would be secured through the S106 agreement. The England Cricket Board have no objections subject to a planning condition relating to ball-stop mitigation.

Sport England considers that the creation of a new area for football and archery at Parkside described above are acceptable in principle (subject to a positive determination of planning application 2020/0999), and is content that there is a fall-back position requiring the developer to provide £800k to be used at Parkside if planning permission for the new application is not in place by the end of March 2021. This is to ensure the S106 agreement

is not seen to be prejudging the outcome of planning application 2020/0999. A further condition is proposed to ensure the remaining pitch area at Rockingham is re-seeded appropriately to allow continuity of play.

Overall it is considered that suitable measures will be put into place in order to provide suitable replacement sports facilities to suitable timescale and are in accordance with Local Plan Policies ES13 and GS1 and paragraph 97 of the NPPF.

Design and Visual Impact

Some objectors consider the scale of the development is too great and one considered the plot outlines on the plan are too large and should be smaller so that adverse impacts are easier to mitigate. However, when the Masterplan was being considered it was recognised that, because of its proximity to M1 J36, it is inevitable the site will appeal to the logistics sector, which is one of the few sectors holding up during a period of unprecedented economic uncertainty. Logistics buildings are increasingly larger in footprint and height. The site does not lend itself to the 500,000 sqft + buildings that could potentially be accommodated on the large employment allocation at Goldthorpe (site ES10) but, due to its topography and relationship with the settlement, it is better suited for 200,000 to 400,000 sqft buildings than either the Hoyland North or MU1 sites.

The masterplan states that the existing setting of Hoyland Common is relatively small scale (predominantly two-storey residential) next to a rural landscape (to the west and south). The insertion of large-scale employment units into this setting needs to be done with sensitivity and care in their design and layout. There is a need to visually reduce the scale and massing of the employment buildings through modelling, depth, materials and the sensitive use of colour. The use of soft landscaping to help filter views of the buildings is also an essential element. The same materials and colours should not be used across all the employment buildings as this would create the visual impression of a large-scale business park. The external design of each employment building should be considered in relation to its wider landscape and built form setting. 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.

The adopted masterplan also states that detailed consideration should be given to the heights and massing of employment buildings, to avoid any unacceptable harm on visual amenity. Larger buildings should occupy the western extent of the site and should be set back from residential receptors. Employment buildings closer to Sheffield Road should be of a more human scale, with careful consideration given to materials and the way these buildings relate to existing landscape and dwellings. Building heights should be commensurate with proposed footprints (i.e. smaller footprints are expected to be lower in height).

However, the masterplan acknowledges that even with mitigation in place, development of the site will impact adversely on visual amenity. Indeed, the parameters plan shows buildings of plots 2 (up to 18m) in the south which is arguably most visible, when driving north along Sheffield Road as it would be located on a high development platform, and in the north of the site in plot 3 (up to 18m), visible as a gateway site from the gyratory.

An indicative layout for the overall site is included with the application submission. Although one objector suggested that the building should have a hipped roof and green roofs, the applicant states that the detailed design of the B8 (Hermes) distribution centre (full application) is largely dictated by the functional requirements of the occupier. They argue that 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 applicants 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.

The masterplan was considered by the Design Panel on 2 April 2020, and again on 5th August 2020, together with the application proposals. The Panel requested that the elevational treatment of the Hermes building be made more interesting due to its extremely long length, e.g. by using more shades of blue; a request for darker roofs to reduce impacts from long distance views; for an external soft landscaped amenity space for use by employees during breaks, increasing the width of soft landscaping along the link road and surrounding roads; and a firmer pledge towards the provision of features such as stone walls and public art, to ensure that these will be included in costings and followed through.

These comments were endorsed by the Council's Urban Design Officer who also emphasised the importance of a wide soft landscaping strip on either side of the new link road, in order to help shield or at least filter views from the link road of the future large employment buildings. Ten areas were therefore identified where this was an issue and should be improved.

In response, the elevational treatment to the Hermes building has been amended to provide more visual interest on views of the long elevations with more shades of blue/grey and to assist in breaking up the building massing; the roof will be a darker colour(secured by condition). External soft landscaped areas as breakout area for staff have also been relocated from the gatehouse to immediately adjacent Hermes Building and enlarged, to approximately 10m x 50m with indicative seating and landscaping; and the width of landscaping strips along the link road has been increased in a number of the locations identified by the Urban Officer.

The other employment units are proposed in outline only and the layout, design and scale will be considered at reserved matters stage The masterplan also requires that the colour palette should tend towards naturalistic colours such as neutral greens, browns, beiges and that there should be no uniform consistency in colour of the buildings within the masterplan area.

Overall, the visual impact of the proposal is consistent with that envisaged in the masterplan framework in that the large building on plot 1 is located distant from existing residential properties and is broken up by an appropriate contrast of colours and materials. The impact is then mitigated by appropriate soft landscaping. However, the unit of plot 2 will have a more significant impact that will require further consideration at the reserved matters stage. Even then though, it will not be possible to avoid some negative visual impacts. Accordingly, whilst the scheme does comply with the masterplan framework in terms of design and visual impact, the identified adverse impacts do weigh against it.

Landscape Impact

General Landscape Impact

The site lies within the *E4 Hoyland Settled Wooded Farmland* character area, which is generally open, but there is localised enclosure by woodland, depressions in the landform and built development. Visibility into the character area from open land in adjacent character areas is limited due to enclosure by built development around the boundaries of E4 character area. Nonetheless, a Landscape and Visual Impact Assessment (LVIA) has been prepared on behalf of the applicant to assess the impact of the proposals (including the

cumulative impact of the Hoyland West sites) on the wider area and a further assessment was also submitted with a reduced plot 2 to 15m eaves due to concerns about potential impacts on the landscape when approaching from the south.

The applicant's assessment therefore indicates that built development would have limited visual impact on adjacent character areas but would be conspicuous from parts of this character area. It indicates that because the character area is already quite urbanised, it can more readily accommodate built development without adverse effects on its character than less developed landscape character areas of this type. However, it recognises that it would not be possible to develop a high proportion of the area without adverse effects on its character. In view of the above, the applicant concludes that landscape sensitivity to further built development is judged to be low and landscape capacity is considered to be medium.

The masterplan recognises that the character of the existing landscape has been much altered over the years, primarily due to mining activity. The site landscape comprises a combination of arable and permanent pasture farmland as well as deciduous woodland blocks of varying sizes. A number of hedgerows and trees are found within the site and future development is anticipated to result in loss of open farmland, the removal of some hedgerows and trees, and a change in character resulting from built development. The masterplan goes on to state that the loss of existing landscape features should be mitigated through the introduction of significant new native structure planting between development plots. Wide native planting belts should be proposed to help visually contain future development on the southern and western boundaries.

The Masterplan concludes that "Nonetheless, even with mitigation in place, development of the site will result in unavoidable harm to landscape character given the need for the site to accommodate larger buildings... Larger buildings should occupy the western extent of the site and should be set back from residential receptors. Employment buildings closer to Sheffield Road should be of a more human scale, with careful consideration given to materials and the way these buildings relate to Sheffield Road".

In addition to the masterplan, Local Plan Policy D1 expects development to be of high quality design and will be expected to respect, take advantage of and reinforce distinctive local character and features of Barnsley including landscape character, views and vistas to key buildings, landmarks, and skylines.

The proposal will inevitably lead to a significant change due to the substantial earthworks required to create development platforms removing much of the vegetation and physically changing the landform to a series of benches; and also the long term changes that will result in extensive built development of employment units replacing the mixed urban/countryside feel of the site currently.

The LVIA concludes that the effect of the development on the landscape character of the site and its immediate context has been judged to be moderate adverse upon completion, reducing to moderate/ minor adverse by Year 15. Although the magnitude of change is initially high, the sensitivity of the receptor is medium/low, and therefore the impact on landscape character is not judged to be significant. It is admitted that the proposed development will result in some notable landscape and visual effects, yet these will be predominantly confined to the site and its immediate context and to a limited number of properties, Public Rights of Way (PRoW) and roads. The most notable landscape effects will arise from direct changes to the landscape character of the site. Visually, the most notable effects will occur for a number of properties located close to the site and for users of a limited number of PRoWs and roads within the immediate context of the site.

Specifically, the receptor identified as experiencing significant (major or moderate) effects are identified as residential properties off Sheffield Road, Tankersley Lane, Parkside Farm, and Public Rights of Way CP12 and 26.

An independent assessment of the LVIA found there were some other viewpoints which had been underassessed. These were from the A6195; Tankersley Lane, Black Lane; PROW 33 and there was no assessment from the school or the Rockingham Recreation Centre. It was also considered that overall the mitigation seems to rely on maturing of the landscape screening to assimilate the development into the localized context alongside earthworks, rather than attempting to design the buildings to be assimilated into the landscape. It is considered that there is a risk that without fully understanding the landscape, the negative impacts might be increased rather than reduced by such measures.

Overall, despite the proposed planting, which would not reduce the significant negative impacts for a number of years, it is considered that the very large scale large buildings on these significant engineered development platforms would still cause transformative effects on the topography, would appear dominant adjacent to the green belt, to public rights of way and on residential properties, particularly during the winter months. The change from a rural landscape of pasture hedgerows and trees to an industrial area with transformational engineering works, very large-scale buildings with attendant hardstanding for parking will fundamentally alter the nature of the landscape locally. It is not considered that tree planting will significantly reduce the visual and landscape impacts, and even where they do, there will be a significant period before the screening effect is fully felt as the trees mature.

In an effort to minimise landscape impacts, conditions are nonetheless proposed to ensure future reserved matters proposals fully consider landscape and visual impacts requiring the submission of photomontages, perspective views and elevational drawings of proposals in their settings. A condition to limit the height of buildings to 12.5m to eaves for 20,000sqm or less and 15m for buildings over 20,000sqm is also proposed.

Impact on Historic Landscape

The Conservation Officer has reviewed the landscape and Visual Impact assessment which states that: the development would be visible from the following historic monuments:

- Keppel's Column – both at ground level and from the top. This is a long-distance view (5.5km)
- from the top of Hooper Stand, but not from the base, or from nearby footpaths. This is also a long-distance view (4.98km)
- from limited locations on the north-western edge of Wentworth, on the edge of the Conservation Area (2.7km)
- glimpsed from the western edge of Harley (1.6km)
- There is no opportunity for views of the development from Black Lane, in the vicinity of Tankersley hall ruins.
- When trees are in leaf, Tankersley church is well screened

However, he also considers that Plot 1 and Plot 2 will strongly change the immediate environs of this part of Hoyland where views are possible, particularly when considering the cumulative impact with Hoyland South and considers that despite the long distances involved, views from the sites mentioned above around Wentworth and Wentworth Park will change.

The Conservation Officer acknowledges that the change is likely to be seen against a fairly urban backdrop, but such a large-scale development will be visible. He considers that this

will cause a small but perceivable change to the setting of the historic buildings that represents a degree of minor harm.

He considers that the elevational treatments, colour and decoration of the units and landscaping / planting will have an important role to play in mitigating impacts. Whilst design is a reserved matter, he considers that any excessive scale of development here could be intrusive and could represent harm to the historic settings described above. Overall the proposal is considered to be contrary to Local Policy HE1 and HE4 in that it affects in a minor way, the settings of historic monuments and the Registered Garden and Park at Wentworth.

Summary

Adverse landscape impacts were anticipated when the masterplan was adopted but, nonetheless, these adverse impacts on both the general landscape and the historic landscape weight against the proposal, particularly given the conflict with Local Plan Policies D1 and GD1. The cumulative adverse impacts on visual amenity and landscape attract significant weight when balancing the merits of the proposal.

Residential Amenity

Overshadowing, Overlooking and Loss of Outlook

The adopted masterplan seeks to ensure adequate levels of amenity are retained for existing residents and that new residents would also enjoy adequate levels of amenity as per Local Plan Policy GD1. This is to be achieved by siting the larger buildings towards the west of the site so that they do not appear overbearing, result in excessive levels of overshadowing or result in a significant loss of privacy as a result of potential overlooking from upper floor office windows.

The relationship between the proposed new development and the adjacent existing residential properties has therefore been considered in detail. Guidance is found in the adopted SPD Residential Amenity and the Design of Buildings but detailed design of plots 2 and 3 would be considered at the reserved matters stage.

In relation to plot 1, there would be a significant distance between the building and the existing residential properties such that it would not result in significant overshadowing, loss of privacy or appear overbearing despite its extremely long elevation. Most local objections have instead focussed on loss of view. Members will be aware that there is no legal right to a view but given the scale of the proposal issues of landscape and visual impact have been assessed in detail.

With respect to the outline indicative plans (for plots 2 and 3), there are no issues with plot 3 but there are dwellings to the north and north east of Plot 2 (proposed 18.0m) at Parkside Road and Sheffield Road which would only be approximately 60m from the indicative building. From these dwellings there would be a more significant impact on outlook changing from rural pasture and trees to large scale employment buildings. This would therefore warrant further consideration at the reserved matters stage.

At Parkside Farm to the south of plot 2 outlook would be noticeably impacted given that the development platform would be only approximately 55m to the north of the Parkside Farm Cottages and would create a landform between 7m and 13m above existing levels which itself is rising to the north. On top of this would be a large-scale building proposed to be up to 18m high according to the submitted documents. Whilst the design, height and scale of the building on plot 2 would be considered at reserved matters stage, the changes to the

landform to create a development platform between 7m and 13m above existing ground level is a matter to be considered in the full application at this stage. A steep embankment of this size and extent would have a severe impact on residential outlook, mitigated only by the fact that it is to the side of Parkside Cottage and would be planted with trees which, over time, would soften the created landform and eventually help to screen the future employment building.

In terms of overshadowing of Parkside Cottage and loss of outlook the proposed embankment and development platform would be situated to the north, thus ensuring there would be no significant overshadowing and through detailed design to be considered at reserved matters stage it would be possible to avoid overlooking.

Overall, for plot 1, as the proposals adhere to the masterplan framework in terms of the precise location of the building on plot 1 and the indicative locations shown on the other plots, it is considered that there will be no significant adverse effects on living conditions and residential amenity when considering these various matters. In this regard, the proposal is considered to comply with Local Plan Policies D1 and GD1 regarding residential amenity, providing mitigation is implemented.

There will inevitably be a greater impact associated with plot 2 with suitable controls on scale and height of the building required and close consideration given to detailed design at the reserved matters stage. A condition is therefore proposed to limit heights to eaves in accordance with Chapter 6 of the adopted Masterplan Framework.

Construction Phase Impacts (Noise/Dust)

The engineering operations proposed would change the existing varied landform to produce 3 no. level development platforms being lowest to the south and rising to the north, in readiness for the erection of commercial buildings. The operations would comprise cut and fill activities and would entail moving material within the site to produce the required levels. It is anticipated that the operations will be neutral i.e. that no material will be required to be brought onto or leave the site to achieve change in ground levels

There are several elements of the proposal to consider in relation to these activities including the noise and dust from the cut/fill operations; the noise and dust generated by construction operations; and the noise and potential light pollution during operational activities. Dwellings at Green Lane Farm would particularly be at risk of impacts during the engineering operations. Other than the enabling works mentioned above, a comprehensive Construction Method Statement will be required by condition to control limit the noise and dust impacts from the full application for the following operations:

- Bulk earthworks to form three development platforms
- Creation of a surface water attenuation pond
- Site wide surface water drainage linking the attenuation pond to the development platforms
- Site wide foul sewer including a foul sewer pumping station
- Construction of a Link Road between Birdwell Roundabout and Sheffield Road
- Construction of a new roundabout on Sheffield Road
- Reconfiguration of Tankersley Lane junction
- Site wide Infrastructure Landscaping

The works are expected to be undertaken in four phases:

1. Site clearance and earthworks: Oct 2020

2. External works: mid Jan 21
3. Drainage and substructure: Feb 21
4. Superstructure and envelope mid: Mar 21

A noise impact assessment has been undertaken for both construction noise and operational noise using locations around the site as receptors including a sensitivity test for the most affected dwellings. It concluded that for the construction phase, there would be no significant adverse effects but it is recognised that when works are close to receptors the levels will be higher for a temporary period.

This assessment and the enabling works method statement have been assessed Pollution Control. They are content that the measures proposed will ensure that nearby residents will not experience excessive levels of noise and dust during the construction phase subject to the measures proposed being adhered to throughout.

Noise – Operational Phase

Local Plan Policy POLL1 seeks to protect residents from the impact of new industrial and warehouse development. Objectors have raised concerns about the increase in noise pollution from vehicles, alarms, and other noisy activities once the site is operational and particularly during the night-time given the proposals on plot 1 are for a 24/7 operation.

For the operational phase, the noise impact assessment determined that Green Farm Lane (approximately 10m from the proposed link road) has the potential to be significantly impacted by operational noise from the proposed development and link road. As a result, an acoustic barrier is proposed to be placed on the east of the new link road to mitigate the effects, made up of bunding and/or a close boarded barrier up to achieve a 4m height.

The assessment of operational noise and the proposed mitigation has also been considered in detail by Pollution Control

They confirm that the noise assessment is in line with BS4142:2014 and has included the relevant noise penalties to generate a Noise Rating level for the proposed site. Generally, the predicted noise rating level is below the existing background sound levels at the majority of the receptors for both daytime and night time noise, except at one which is Green Lane Farm where the acoustic barrier should result in no adverse effect from the operational noise levels from the link road. Conditions are also proposed to ensure that fixed and mobile plant etc during the operational phase do not exceed acceptable levels.

Elsewhere, many properties towards the centre of Hoyland Common are likely to experience an improvement in noise levels arising from traffic being diverted away from Sheffield Road and Tankersley Lane (the link road would be 25m further west than Sheffield Road at Parkside Road, 40m west at 111 Sheffield Road).

Light Pollution

Temporary lighting has the ability to be intrusive during construction operations and a condition is proposed. With respect to the potential for light pollution during the operational phase, this would be an aspect to be considered at reserved matters stage for the outline plots and a planning condition is proposed to ensure light pollution does not affect residential amenity or harm wildlife.

Summary

Overall, and taken in context that this site is allocated as a strategic employment site, it is considered that noise, dust and light pollution impacts can be adequately controlled during all phases of the development, subject to planning conditions where appropriate. As a result, the proposal is unlikely to cause significant negative impacts on people's lives and wellbeing and is considered to accord with Local Plan Policy POLL 1.

The proposal is therefore more marginal in respect of its compliance with the residential amenity requirements in Local Plan policy GD1 in that some adverse impact is unavoidable, but this is not considered to be a significant adverse effect as per the text in policy GD1.

Climate Change and Sustainability Considerations, Including Biodiversity

Ecology/Biodiversity

One of the key objectives of the Local Plan is to protect and enhance Barnsley's natural assets and achieve net gains in biodiversity. The Masterplan Framework therefore requires a minimum 10% net gain to biodiversity, consistent with the Government's Environmental Bill. This is above and beyond our Local Plan requirement, which is for an unspecified net gain to biodiversity.

Inevitably, development of the scale proposed will have impacts on existing vegetation. Trees and hedgerows are proposed to be removed as a result of the need to undertake cut/fill engineering operations to create the development platforms which is contrary to the requirements of the Local Plan policy ES13. Ecology surveys of the existing trees and hedgerows have not however found them to have significant ecological value but in order to mitigate against this loss, detailed ecological mitigation is proposed on site and off site to provide achieve 10% biodiversity net gain. In addition, a planning condition is proposed to require ecological mitigation and enhancement within each plot to be submitted at reserved matters.

The masterplan requires that introduce Green Infrastructure including new native planting and greenspace around the perimeter of the plots to 'soften' and assimilate the built form into its context. Planting at the top of the embankment on the southern perimeter of Plot 2 should include a higher percentage of native evergreen species, such as Pine and Yew, to help maintain a degree of screening during winter.

Although the site is reclaimed colliery land, it has regenerated significantly and now comprises mainly agricultural land and several objectors raised concerns about the impact on ecology and loss of wildlife. A programme of ecological surveys including for protected species was undertaken to inform an ecological assessment.

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. The Ecology Appraisal proposes the site design will provide a network of green corridors through and around the proposed commercial development plots, outside of plots, green corridors will buffer existing woodland at the western and southern boundaries will provide broad native structural planting boundaries and more open native grassland creation facilitating wildlife movement and incorporating enhancements for a variety of wildlife.

It also suggests that the design should incorporate native woodland, thicket and hedgerow planting including use of Wych elm to provide new breeding habitat for white-letter hairstreak recorded in the locality, native species-rich grassland linked to structural planting attenuation

providing some permanent water enhanced with native aquatic flora, native flower-rich short grassland such as on the slopes and ornamentals within plots, linked to be linked to the off-plot green corridor features such as provision of 'insect hotels' provided for additional enhancement. A scheme of bat and bird boxes was also suggested, with an overarching landscape and ecology management plan document to help ensure long-term benefits to biodiversity. This can be secured by condition.

The remainder of the 10% biodiversity net gain is proposed to be achieved through enhancements of two off-site locations; one adjacent the southern application site boundary and Bell Ground (wood); and the other south east of Darfield between the River Dearne and existing woodland associated with a disused railway corridor.

Long term management will be secured through S106 agreement – for on site biodiversity this will be through a contractor for the duration of the development; for off-site, this will be managed by an experienced landscape contractor for a period of 30 years. A Biodiversity Enhancement Management Plan has been sets out the conservation objectives, management and monitoring objectives.

It is therefore considered that the proposals are in accordance with paragraph 174(b) of the NPPF and technically they go beyond Local Plan Policy BIO1 by providing a scheme to deliver a minimum of 10% net gain to biodiversity as per the masterplan framework. This is a key environmental benefit that attracts significant weight.

Impact on Trees

The masterplan requires the veteran tree on the edge of Bell Ground should be retained. In order to compensate for the vegetation lost, new areas of native woodland planting will be incorporated into the design including a woodland buffer (min 10m wide) running parallel to the M1 on the western boundary of the site. Site specific policy E13 also requires this buffer, together with a substantial tree belt on the southern boundary. A landscape scheme proposing the required buffers has been submitted. The masterplan further requires: Trees and native hedgerows will be planted across the site. In addition, amenity ornamental shrub planting will be located within the plots. Extra heavy standard trees should be planted along the link road.

The Forestry Officer notes that the veteran tree is proposed to be retained but that the tree protection documents submitted are not adequate. Although they provide a good overview, much of the application is in outline where design and layout can change, therefore specific documents should be submitted at reserved matters stage. A condition is proposed for tree protection for plot one and provided at reserved matters for the remaining plots.

The assessment of the LVIA has made it clear that substantial amounts of tree planting are necessary to reduce harm to visual amenity and the landscape character area. The Forestry Officer supports the submitted details for tree planting and landscaping but requires a condition to ensure all areas are covered including those which would be considered at the reserved matters stage.

Although detailed landscape schemes have been submitted, the species proposed are not satisfactory in that to ensure maximum longevity and amenity and environmental benefit as well as screening (also with regard to winter screening), a high proportion of large growing native species is required. The documents are also required to show what species are being utilised in which location and provide total numbers of each species to be planted.

Sustainable Travel

A key aspect of achieving a well-connected development is the objective of promoting sustainable travel and reducing the need to travel by private vehicle including provision for public transport.

The proposed infrastructure provides an adequate level of pedestrian and cycle infrastructure across its length, with appropriate width crossing points (refuge islands) at key intervals. A number of bus stops are sited along the length of the proposed link road and the TA provides information on consultation with SYPTE/Operators on the support for the application and the willingness to route existing and future bus services along the Link Road. The bus stops are currently identified as being provided as on carriageway stops but final details for this arrangement have yet to be agreed. The proposed layout does however protect space between the carriageway and development plots for bus stops to be provided in lay-bys, which would allow a final decision this to be agreed through s.38 works, addressable by an appropriately worded planning condition.

In order to promote use of sustainable modes of transport a framework Travel Plan has been submitted and reviewed. The intention is to appoint a travel plan coordinator for each unit to ensure that adequate provisions are put in place in relation to the provision of Electric Vehicle charging points, secure cycle parking, shower facilities, car sharing schemes, provide loans in respect of public transport season tickets and prepare and submit monitoring reports.

The Framework Travel Plan (FTP) submitted follows best practice guidance and contains a package of measures tailored to the site with the objective of facilitating and supporting sustainable travel to and from the site and reduce reliance on the car. The FTP provides details of a range of measures which will be incorporated into the overall design of site and the need for individual tenant detailed travel plans to conform to the umbrella of the FTP. A planning condition is proposed requiring a detailed Travel Plan once plots are occupied. These would be expected to include regular monitoring and review schedules of progress against objectives. By delivering the link road at such an early stage the opportunities for developers to come forward to access the employment site will be significantly increased and is a positive aspect of the proposal.

The development is located adjacent to residential areas of Hoyland and is served by a several bus services with stops located along Tankersley Lane, and along A61 Sheffield Road. The application proposal provides for five bus stops including on the new link road.

Potential users and visitors should be able to access and navigate all appropriate footpaths and 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.

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. The early delivery of the link road, and associated bus stops, will ensure that the development is accessible by bus from the outset. This will also provide a legible network of routes for pedestrians and cyclists.

Sustainable Construction

For the full application for plot 1, a BREEAM pre- assessment has been undertaken which demonstrates that the Hermes scheme is intended to achieve BREEAM Very Good in accordance with Local Plan Policy CC2

The supporting statement suggests this is based on environmentally responsible materials design and orientation. Additionally, energy efficient measures are proposed including Air-source heat pump, low NOx high efficiency condensing gas boilers, hybrid heat recovery ventilation to the office spaces and solar thermal and solar pv to the roof of the offices.

For the outline plots 2 and 3 a Sustainability Statement has been submitted which intends to provide a BREEAM 'Very Good' rating; to support the move towards a circular economy, reducing embodied carbon emissions, considering carbon offsetting etc; to future-proof the development for the transition to zero carbon; to maximise biodiversity net gain, create a development that adds significant social value to the area. Proposals intended to achieve these aspects would be submitted at reserved matters stage.

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.

Drainage and Flood Risk

The masterplan states that a majority of the employment units created on site will require a large footprint and associated hard standing features, and as such it is important that adequate drainage infrastructure is provided.

A comprehensive drainage strategy has been submitted and sustainable surface drainage is proposed via an attenuation pond to the south of the built element of the site similar to that developed in the junction 36 phase 1 development. The Authority's drainage engineer notes the application is supported by a Flood Risk Assessment which describes the outline proposals for drainage of this site, and that there is an existing watercourse crossing the site for will require a CCTV inspection to ascertain its condition and location.

Whilst there are no objections in principle to the proposals due to the size of the development and potential impact on the watercourse, full drainage details should be sought early on in any reserved matters application and conditions required on the full application to secure suitable drainage in line with the strategy.

Although one objector had concerns about drainage, the highway drainage engineer is satisfied subject to conditions and the proposal accords with Policy CC3 and CC4.

Summary

Whilst there will be impacts on biodiversity as a result of the proposal the delivery of 10% net gain will meet the requirements of the masterplan. Together with the substantial tree planting and extensive landscaping proposed, including along the link road, the southern boundary and to the motorway, to address impacts on Green Belt and satisfy Policy ES13. Sustainable travel measures, sustainable construction proposals and drainage through an attenuation pond suitable for ecology and wildlife all contribute towards reducing carbon emissions and promoting an environmentally responsible scheme in accordance with the adopted Masterplan, Policy ES13, T3, CC1, CC2, CC3 and CC4.

Other Issues

Air Quality

The proposed development is nearby 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. Two Air Quality Assessments have been submitted to support the application covering both 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 and an ecological air quality assessment was also undertaken

Sensitive receptor locations were chosen to assess predicted air pollution concentrations due to vehicular emissions associated with the proposed development. These receptors were selected to evaluate the impact of impact adjacent to the proposed link road, as well as the existing road network

The assessments considered various stages in the development emissions for vehicle movements associated with the construction of the road infrastructure and buildings; predicted emissions for vehicle movements with the opening of Plot 1 in 2022; sensitivity testing for predicted traffic emissions in 2029 (when Plots 1, 2 and 3 may be operational); and for 2029 based on Plots 1-6 being operational (Hoyland West masterplan area) plus future Hoyland South Development. It should be noted that vehicle emissions are expected to reduce with time due to improving technology.

The assessment concluded that no legal human health based air quality standards would be breached as a consequence of the development, and that “the operational vehicular impacts of Plot 1 in 2022 upon human receptors are anticipated to range from “moderate (beneficial) to moderate (adverse)” but not significant. The operational vehicular impacts upon ecological receptors are anticipated to be negligible but not significant.”

It should be noted that the moderate adverse impact occurs at an existing receptor which will be located close to the proposed link road, however concentrations at this receptor are predicted to remain well below legal air quality standards. Conversely, the moderate beneficial impact is predicted for receptors close to the junction of the A6135 Sheffield Road and B6096 Hoyland Road (Allots' Corner), due to redistribution of traffic associated with the link road.

For the 2029 scenario, the assessment concluded that “a cumulative assessment of Plots 1, 2, 3 (Proposed Development), 4, 5 & 6 of the Hoyland West Masterplan and Hoyland South Masterplan and committed developments indicates compliance of the air quality objectives.”

On this basis therefore, there are no objections to the proposed development on operational phase air quality grounds. Clearly however, there will be an increase in road traffic emissions as a consequence of the proposed development. Consequently, an additional assessment has been undertaken in accordance with the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance in order to determine appropriate mitigation measures for the increase in road traffic emissions, along with a damage cost calculation due to impact of increased vehicle emissions from plots 1, 2 and 3. Various mitigations are proposed, such as Travel Plan actions and the installation of electric vehicle charge points. It is recommended that these are brought together into an operational phase air quality mitigation strategy, and a planning condition is proposed.

Taking account of all the above the application is therefore considered to be consistent with the aims of Local Plan Policy AQ1 and paragraph 170 of the NPPF

Archaeology

With respect to Archaeology, Barnsley Local Plan Policy ES13 has a requirement to consider archaeological issues and include an Archaeological Assessment as part of any planning application. A desk-based Archaeological Assessment by Oxford Archaeology (December 2019) which found small parcel of land within the north-eastern part of the Site Area appears to have survived impact from large-scale mining. The area is west of Green Lane Farm, an antecedent of which was depicted on the early eighteenth-century engraving of Tankersley Park, immediately to the north of the deer park wall. This land parcel is a significant survival of the medieval landscape in the heavily industrialised Coal Measures area. However, the adopted Masterplan acknowledges that initial evidence suggests that there are no buried archaeological remains of value, this is due to the open cast mining of the site previously.

The applicant also commissioned a geophysical survey the report (May 2020 by Magnitude Surveys) in the area of the proposed attenuation pond to the south of the site. The attendant report states that in this part of the site “no anomalies suggestive of significant archaeological features were identified and much of the dataset has been impacted by historic industrial activity related to the extensive mining which occurred within the vicinity of the survey area”.

No objections have been received from The South Yorkshire Archaeology Service and it is therefore considered that the proposals are in accordance with Local Plan Policies HE1 and HE3 with respect to Archaeology.

Coal Mining Legacy

The applicant has provided comprehensive Geo-environmental desk top study report, Coal Mining Risk assessment report and Ground investigation report for the northern development area. A coal mining risk assessment has been provided for the southern balancing pond which recommends further investigative work is required to confirm ground conditions.

The reports evaluate the coal mining legacy risks and provide guidance upon possible mitigation measures including over-excavation and reengineering of opencast fill areas and buildings/highways/service designs to accommodate some settlement. The Coal Authority has confirmed there are no objections and the South Yorkshire Mining Advisory Service has no objection subject to a condition.

Public Rights of Way

The masterplan requires that any works required along existing PROWs should result in a betterment to surfacing. Utilising S106 sustainable travel contributions, the Trans Pennine Trail should be enhanced to ensuring it remains fit for purpose for cyclists and a new green link will be created connecting to the eastern Tankersley Lane entrance, encouraging pedestrians and cyclists and also linking to existing public rights of way. Hoyland FP 27 / Tankersley FP 26 runs along the southern site boundary, heading south west from Sheffield Road and level changes are proposed where it will connect to Sheffield Road. The PROW officer has no objections subject to a planning condition.

The Council has already been contacted regarding temporary closure orders for off-site works at Black Lane. These fall outside the application site and are dealt with under different legislation and do not directly impact on the consideration of the planning application

Overall, the proposal is considered to accord with the Hoyland North Masterplan on this point, and Local Plan Policy GS2.

Other matters

Objectors raised several concerns set out below that have not been addressed elsewhere in the report

- Masterplan process including community involvement and publicity – this is not material to the consideration of this planning application. The masterplan was publicised in accordance with the Council's Statement of Community Involvement.
- Poor quality jobs from storage and distribution uses – for the Hermes building, the applicants state that 22% will be management/team leader roles with a salary of between £23K and £80K.
- Impact on local infrastructures such as schools, doctors, dentists etc – employment uses are not expected to impact on these types of infrastructure to a great degree compared to housing development.
- Masterplan process – a sizeable number of objectors' including the Parish Council raised concerns about the masterplan procedure including publicity and the nature of public involvement, inadequate public consultation and that it is a "whitewash". Community involvement and publicity has been challenging throughout the current Covid 19 pandemic, but every effort has been made to undertake robust public consultation of the masterplan through online participation. Other objectors considered that the Council should not have accepted the submission of a planning application prior to the adoption of the masterplan. However, the regulations do not allow the Council to refuse to accept the submission of a valid planning application. Importantly though, this application has not been considered by Planning & Regulatory Board until after the masterplan framework has been adopted.
- Objectors considered there would be an impact on public health including mental health. Such public health impacts were considered at the masterplan stage with a Health Impact Assessment undertaken. No objections have been received from public health in response to this application and for many residents there will be an improvement as the link road will remove traffic away from Sheffield Road.
- Some objectors are concerned about on-line public consultation only – This has been council procedure for some time in line with Government guidelines.
- Comments were made in relation to impact on house prices – This is not a material planning consideration and cannot affect the outcome of a planning application.,
- Comments were made that the Council is selling of this land to make money – land ownership is not a material planning consideration
- Comments were made that the application should not be supported as there is opposition by the community – opposition alone is not a material planning consideration
- moving the proposed buildings to avoid visual impacts from the local dwellings – there is no legal right to a view.

Sustainable Development

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

Economic Objective

The proposal complies with the Local Plan in land use planning policy terms in that the proposed development is for a variety of B use buildings that is required by site specific allocation policy ES13 and policy E3 'Uses on Employment Sites'. The economic development benefits associated with the proposal in that the development is forecast to yield approximately 500 permanent jobs at the operational stage with seasonal jobs in November and December adding a further 800 for Plot 1 which is expected to be operational in 2022. Other jobs would be created during the construction phases and in operational phases of the other plots resulting in significant levels of investment. Other plots coming forward in future would generate additional jobs. This is a vast site 53.42 ha (approximately 18% of the total land allocated for employment in the Local Plan).

Its location directly adjacent to the M1 Motorway means that it is ideally located in relation to the strategic highway network and the provision of a new link road that will serve the wider community beyond Hoyland and link to the Hoyland South Area will open up further sites and ease congestion. The proposal is also envisaged to deliver a range of financial benefits including an estimated £58 million in investment in the site from Newlands and subsequent business rates revenue for the authority.

Having regard to all of the above, the proposal meets with the aspirations set out in the masterplan and is in compliance Local Plan Policy ES13 and E3 on these points. It is therefore considered that substantial weight can be attributed to the economic benefits that arise from the application proposal.

Social Objective

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 employment for local people consistent with the Local Plan objective to provide opportunities for the creation of new jobs.

The proposals include a Section 106 contribution towards the reconfiguration of Rockingham Sports Ground and the first phase of a new replacement facility which will have a wider social benefit to the local area. This will result in an increase in the quality and quantity of facilities available without a loss of continuity. The first phase to be delivered by the applicant and the second phase is envisaged to be delivered by the Council and Forge Community Partnership utilising S106 monies or equivalent from the housing development envisaged when the Hoyland South site comes forward. This accords with the site-specific policy and the masterplan framework and weighs in favour of the proposal.

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 resident's health and wellbeing and support the vitality and viability of the nearby Hoyland Common local centre.

However, some adverse impacts to residential amenity have been established, primarily as a result of the proposed building on plot 2 and there will also be unavoidable disruption during the construction phase. Having regard to all of the above, the proposal is deemed to also comply with Local Plan objective to improve the conditions in which people live, work, travel and take leisure but as there are some negative impacts to residential amenity, only modest weight can be attributed to the social benefits.

Environmental Objective

The application site is not located in an area with an environmental designation and is a former coal mine which has since greened over and become a greenfield site of pasture, hedgerows and trees forming a countryside landscape. The development proposals will achieve a 10% net gain in respect of biodiversity mitigation measures secured through a s106 agreement for offsite locations. Information has been submitted which indicates that the building on Plot 1 is on track to meet BREEAM Very Good. These are positive aspects of the proposal.

However, the Landscape Visual Impact Assessment (LVIA) has concluded that there will be significant long-term impacts on visual amenity and landscape as a result of changes in land levels to form development platforms, and by the very large scale buildings both proposed (full) and indicative (outline). Tree planting and landscape planting are the only mitigations proposed which will only partially mitigate the impacts after many years. This negative impact of the proposal offsets the benefits associated with the 10% net gain to biodiversity such that overall environmental impacts are deemed neutral.

Planning Balance & Conclusion

Substantial weight is attributed to the significant direct and indirect economic benefits of the proposal given its compliance with Local Plan policies ES13 and ES3 as well as the adopted Masterplan Framework. Further modest weight is attributed to the social benefits of the proposal which, whilst significant, are offset by some detrimental impacts to residential amenity. Similarly, the positive environmental credentials of the scheme, including a minimum 10% net gain to biodiversity, are offset by the adverse impacts to the landscape and visual amenity arising from the scale of the buildings.

The site was always envisaged to appeal to logistics uses due to its proximity to the M1 and since then other commercial uses have become less resilient due to the pandemic and wider economic uncertainty. Accordingly, in order to achieve the substantial economic benefits arising from the proposal, there are no obvious alternatives to this type of proposal on the proposed site. As such, given that the costs of funding the required infrastructure are so substantial and can only be met with a viable commercial scheme, these adverse impacts are considered unavoidable.

The proposal is therefore finely balanced, but overall, substantial weight is afforded to the economic benefits, modest weight is attributed to the net social benefits and environmental considerations are broadly neutral in that the negative impacts offset the identified positive elements. On this basis, the proposal is deemed a sustainable form of development and is acceptable in planning terms subject to the recommended Section 106 agreement and planning conditions.

Recommendation

Grant subject to conditions and a S106 to:

1. Carry out temporary sports facility works south of Parkside Road
2. To provide a contribution for seeding the new and replacement pitches at Parkside
3. Provide a contribution towards maintenance for a period of 5 years
4. Biodiversity offsetting measures to achieve 10% biodiversity net gain

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 (Nos) and specifications as approved unless required by any other conditions in this permission

4400-001 P28 Masterplan
4400-209-P02 Roof Plan (solar panels on office)
4400-100-P06 Location Plan
4400-101-P10 Site Plan
4400-102-P05 Application Redline Plan
4400-103 -P07 External Materials Plan
4400-104-P02 Site Sections
4400-200-P04 GA Unit Plan
4400-201-P05 GA Office Plans
4400-202-P01 VMU Plan Elevations Sections
4400-203-P01 Security Gatehouse Type A and B
4400-300-P06 Building elevations
VC-103210-EN-AQRP-001 Air Quality Assessment
VC-103210-EN-AQRP-0003_R00 Air Quality Assessment Addendum
Hoyland DBA-161219
9295 DAS Rev D
9295-L-103B Illustrative layout
9295-L-104C Parameters Plan
9295-L-105B GI Plan
9295-L-106A site Plan
DS01 P04 Bound
D-0300 P06 Drainage Strategy Sheet
D-0301 P07 Drainage Strategy Sheet
D-0302 P09 Drainage Strategy Sheet
D-1300-P05 Proposed Surface and Foul Drainage
D-1030-P02 Plot 1 Hermes Drainage Design

RCEF76268 Flood Risk Assessment -001

DS01-P03 Drainage Strategy Report

9295 Biodiversity Enhancement Management Plan REV A

9295 Biodiversity Enhancement Management Plan REV A Appendix A

9295 Biodiversity Impact Assessment Report REV A

9295 bat and Barn Owl Report

9295 Ecological Appraisal Final

9295 GCN and Reptile Report Final

9295 WBS Report Final

AG3080-19-AJ70 Desk Study Report for Hoyland Common

AG3080-19-AJ77 Phase 1 Coal Mining Risk Assessment for Hoyland Common

AG3080-19-AK38 Coal Mining Risk Assessment for Balancing Pond

AG3080-19-AK21 Ground Investigation Report for Hoyland Common

DR-CR-001 P02 Link Road General Arrangement 1 of 3

DR-CR-002 Link Road General Arrangement 2 of 3

DR-CR-003 Link Road General Arrangement 3 of 3

0890 P02 Swept Path analysis 1 of 4

0891 P02 Swept Path analysis 2 of 4

0892 P02 Swept Path analysis 3 of 4

0893 P02 Swept Path Analysis 4 of 4

DR CR SK0896 P04 Link Rd Bus Stops swept paths

0894-P01 Link Road General Arrangement Plot 4 access

001-P04 Link Road Design Statement

DR-C-1600 P02 Proposed levels

DR-C-0802-P04 Longitudinal Sections

DR-CR-0807-P05 Link Road legal areas

DR-CR-0808-P05 Design parameters

DR-CR-809-P05 Pavement types

DR-CR-810 P04 General Arrangement

DR-CR-811 P02 Alterations to existing signage

DR-CR-811-P02 Proposed Direction signage

DR-CR-880-P03 typical sections

2020-09-01-3560 Hoyland Commercial Land Transport Assessment Issue v1.1 Rev C

2020-06-10-3560-Hoyland Commercial Land Framework Travel Plan Issue v1.1

Noise sensitivity test VC-103210-EN-RP-003

Hoyland L10 data no mitigation

Hoyland Receptor R5 EDIT

Receptor R5 change

d260520_ Newlands Barnsley Breeam 2018 New Construction Rev B

Hermes Hoyland energy Statement for Planning - Rev C

NWK 200022 Hoyland West Newlands Sustainability Statement

Arboricultural method Statement by FPCR REV A

Arboricultural Assessment

Appendix C Tree Plans

Tree Pit staking and plant protection details HOY-BCA-ELS-X.X-DR-L-2044/20-02-S8 P1

3502-UCL-FR-MU-001 Desktop summary

Environmental Statement volumes 1, 2 and 3

Planning Statement

Statement of Community Involvement

Health impact Assessment

LSUK.20-0564 REV 10 Cricket Boundary Risk Assessment

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

- 3 Other than the works agreed under the Construction Method Statement for Enabling Works document, no earthworks, engineering cut/fill operations, construction or highway construction 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 period of engineering operations, highway construction or construction period

The Statement shall provide for:

- i. The parking of vehicles of site operatives and visitors;
- ii means of access for construction traffic
- iii Routing of and means of access for construction traffic including any temporary traffic signing proposals
- iv. Loading and unloading of plant and materials;

- v. Storage of plant and materials used in constructing the development;
- iv. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- vi. Wheel washing facilities;
- vii. Details of the provision of an on-site water supply or water storage facility;
- viii Measures to control the emission of dust and dirt during earthworks/cut/fill or construction works using dust methodology as set out in Construction Method Statement for Enabling Works document
- ix Measures to control noise emissions during earthworks or cut/fill based on BS 5228-1 and using dust methodology as set out in Construction Method Statement for Enabling Works document
- x Measures to control surface water run off / site drainage and/or attenuation
- xi. A scheme for recycling/disposing of waste resulting from earthworks or cut/fill
- xii. temporary surface treatment of all development plots within the site following completion of cut/fill operations.
- xiii additional measures to protect the amenity of residents in Green Lane Farm from noise, dust or other impacts during engineering or cut/fill operations

Reason: In the interests of highway safety, residential amenity and visual amenity, in accordance with Local Plan Policies D1, Local Plan policies T4 and Poll 1.

- 4 Other than the works agreed under the Construction Method Statement for Enabling Works document, no works shall commence until a phasing plan and arrangements have been submitted to and agreed in writing with the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety, in accordance with Local Plan Policy T4.

- 5 No vegetation clearance shall take place between the months of March and August inclusive unless nesting birds have been shown to be absent by a suitably qualified ecologist in accordance with written details to be submitted and approved by the Local Planning Authority.

Reason: In the interests of biodiversity and in accordance with Local Plan Policy POLL1 Pollution Control and Protection.

- 6 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. Appropriately timed interim surveys will be agreed with the Local Planning Authority prior to commencement of initial survey. On completion of the development a final 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. Agreement shall include provision for:

(i) a condition survey (including structural integrity) of the adopted highways to be used by construction traffic to be carried out in association with the Local Highway Authority. The extent of the area to be surveyed must be agreed by the LHA prior to the survey being undertaken which shall comprise

- a. A plan to a scale of 1:1250 showing the location of all defects identified
- b. A written and photographic record of all defects with the corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of survey.

(ii) The methodology of subsequent surveys of the state of the highways, on completion of each plot or phase of development (or other milestone in the development) identifying defects attributable to the traffic ensuing from the said phase of the development.

(iii) The timing of any necessary remedial works to be completed which shall be at the developer's expense.

The details once approved shall be carried out in accordance with the said approval.

Reason: In the interest of highway safety, in accordance with Local Plan policy T4.

- 7 Development of the proposed link road and connection to existing roundabout to the north of the site shall not be commenced until full engineering, drainage and street lighting and constructional details of the proposed link road and connection to the existing roundabout have been submitted to and approved in writing by the LPA. Details for each of the bus stops shall be provided and include the location, shelter design, seating, realtime information provision and, formation including layby requirements and timing of provision of the bus stops. The development shall, thereafter, be constructed in accordance with the approved details.

Reason: In the interests of highway safety and in accordance with Local plan Policy T4 New development and Transport Safety

- 8 No phase of works shall commence until a Construction Traffic Management Plan (CTMP) for that phase of development is submitted to and subsequently approved in writing by the LPA. The approved plan shall be adhered to throughout the construction phase. The CTMP shall contain information relating to (but not be limited to):

1. Volumes and types of construction vehicles
2. Identification of delivery routes
3. Identification of agreed access point
- 4 Contractors method for controlling construction traffic and adherence to routes
- 5 Construction period
6. Temporary signage in consultation with Highways England
- 7 Measures to control mud and dust being transferred to the public highway
- 8 Temporary traffic management arrangements required to the existing highway

network

Reason: In the interests of highway safety in accordance with Local Plan Policy T4

- 9 The Noise Rating Level either measured or derived by calculation (as determined in line with BS4142:2014) from operations at all plots shall not exceed 51 dB (LAeq 15 mins) at Green Farm Lane at any time

Reason : To minimise noise impacts of existing residents and in accordance with Local Plan Policy Poll1

- 10 Prior to the first occupation of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan. 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.

- 11 Upon commencement of development of Plot 1, a scheme shall be submitted for approval in writing to the Local Planning Authority. The scheme shall identify which species of tree listed in the approved Landscape Species Schedule HOY-BCA-ELS-XX-DR-L-2044/20-01-S8 REV P5 shall be planted in the locations identified on the approved landscape plans. Once approved the scheme shall be implemented in full.

Reason: To ensure a high a proportion of large growing native species are planted to ensure maximum longevity and amenity and environmental benefit and In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

- 12 All planting, seeding or turfing comprised in the approved details of landscaping in the approved landscaping plans and in condition 11 above shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, 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 Policy D1 Design

- 13 Prior to the construction of Plot 1, details or the proposed roof colour shall be submitted to the Local Planning Authority for approval in writing. Thereafter the approved details shall be implemented in full for the duration of the development.

Reason: To minimise the long distance impact of the roofscape and in the interests of good design and in accordance with Local Plan Policies D1 and GD1

- 14 A landscape management plan, including long term design objectives, for a minimum of 10 years, management responsibilities and maintenance schedules for all landscaped areas for the landscape plans hereby approved, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management specifications shall include but not be limited to proposals for maintenance of the ecological enhancement areas where not covered in condition 42 below, boundary treatment (excluding on-plot boundary treatment), fencing to public rights of way, management responsibilities and maintenance schedules for all

the non-plot landscape areas. The measures in the approved landscape management plan shall thereafter be carried out in accordance with the approved plan.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity and Geodiversity and D1 Design

- 15 The Travel Plan hereby approved shall be implemented in accordance with the measures set out therein. Within three months of occupation, detailed travel plans, for each individual unit, shall be prepared, submitted to and agreed in writing with the LPA together with evidence of the implementation of measures set out in the Framework Travel Plan.

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

- 16 On commencement of construction of Plot 1 and with each reserved matters application, details shall be submitted to the Local Planning Authority of the type and design of boundary treatments to be erected for each plot. The boundary treatment shall include dry stone walls at the mouth of the plot access to the new link road and at the mouth of the plot access to Sheffield Road. The details shall identify the location, height, extent, materials of all boundary treatments including coursing of the dry stone wall. Thereafter the agreed boundary treatments and dry stone walling shall be constructed prior to the occupation of the plot.

Reason: To reflect local character and in the interests of good design in accordance with Local Plan Policy D1 and GD1

- 17 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.

- 18 Upon completion of Plot 1 a certificate shall be provided to the Local Planning Authority demonstrating that the very good standard for BREEAM as set out in the preliminary report by Couchperry Wilks has been achieved and the measures provided to achieve the standard shall be retained as operational thereafter.

Reason: To enable delivery of efficient and sustainable design and construction in accordance with Local Plan Policy CC2.

- 19 The development of each plot or plots hereby permitted shall not be commenced unless and until approval of the following reserved matters for each plot or plots has been obtained in writing from the Local Planning Authority:-

(a) the layout of the proposed development.

(b) scale of building(s)

(c) the design and external appearance of the proposed development.

(d) landscaping

Reason: In order to allow the Local Planning Authority to assess the details of the reserved matters with regard to the development plan and other material considerations

- 20 Application for approval of the reserved matters shall be made for Plots 2 and 3 as shown on indicative masterplan 4400 01 P28 within the expiration of 5 years of the date of issue of this permission. Thereafter development shall be begun before the expiration of 2 years from the date of approval of the last reserved matters to be approved.

Reason: In order to comply with the provision of Section 92 of the Town and Country Planning Act 1990 and in accordance with Hoyland West Masterplan

- 21 The proposed layout in reserved matters submissions shall substantially accord with the approved masterplan. Buildings shall be located no closer to the southern boundary of the site than is shown on the indicative masterplan 4400 01 P28.

Reason: To ensure the development conforms with the approved outline planning permission, to protect residential amenity, provide and to provide sufficient space for landscape screening to reduce impacts on visual amenity and in accordance with Local Plan Policy D1 and GD1

- 22 Other than Plot 1, buildings heights shall not exceed 12.5m to eaves where the building is 20,000sqm or less, and shall not exceed 15m eaves height where area of buildings are over 20,000sqm.

Reason: In the interests of visual amenity in the locality and wider landscape and in accordance with adopted Hoyland West Masterplan and Local Plan GD1.

- 23 The development of Plot 2 hereby approved shall not exceed a maximum of 46,154sqm B8 use as identified on indicative masterplan 4400 01 P27. Plot 3 shall comprise only B1 and B2 uses. The details of both plots shall be submitted as part of the application for approval of reserved matters.

Reason: To ensure the development conforms with the approved outline planning Permission and stays with the maximum assessed level of development as set out in the adopted Hoyland West Masterplan

- 24 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (or any Order revoking or re-enacting that Order with or without modification), business uses (previously B1a, b) and c) and B2 uses will permitted on plot 3 only.

Reason: To ensure that types of development permitted within the adopted masterplan area is limited to the levels within the masterplan area to protect employment uses and in accordance with Local Plan Policy E4 and the Hoyland West Masterplan Framework

- 25 The site is located within a Coal Authority coal mining referral area due to extensive mining history. As detailed in the Applied Geology desk top study report ref AG3080-19-AJ70, Applied Geology Coal Mining Risk Assessment ref AG3080-19-AJ77, Applied Geology Ground investigation reports ref AG3080-19-AK21 and AG3080-19-AK40 the development must therefore be designed in consideration of the mining legacy subsidence risks and shall include but not be limited to the reengineering of

opencast fill and the use of appropriate building foundation and service designs to mitigate mining legacy risks.

The development must be undertaken in compliance with Construction Industry Research and Information association publication C758D "Abandoned Mine Workings Manual" where applicable.

Responsibility for securing a safe and development rests with the developer and/or landowner"

Reason: To satisfactorily deal with unstable land, in accordance with Local Plan Policy CL1 Land stability NPPF sections 178 a,b,c. 179 and 170 e & f

- 26 Other than the approved enabling works no development shall take place on any plot unless the following details for that plot have been submitted to and approved in writing by the local planning authority.

1. full foul and surface water drainage details
2. a scheme for the provision and implementation of a surface water run-off limitation
3. full details of structural condition including CCTV survey and exact route of the watercourse
4. works to provide outfall or surface water

Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure proper, sustainable drainage of the area in accordance with Local Plan Policy CC3 and CC4 and to maintain the structural integrity and proper functioning of the existing culverted watercourse.

- 27 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no building or structure shall be placed or erected within 3 metres, measured horizontally, of any watercourse.

Reason: To prevent damage to the existing culverted watercourse in accordance with Local Plan policy CC3 and CC4

- 28 The following detailed plans shall accompany the application for the approval of reserved matters for plots 2 and 3;

a) Details of the proposed external facing materials for each plot. The details, specifications, and colours shall be of neutral greens, browns or beige as set out on page 42 of the adopted Hoyland West Masterplan Framework document and shall be shown on the elevation plans and any associated imagery that is submitted in support of the application. Roof colours should be darker shades.

b) photo montages of the proposals within a Landscape and Visual Impact Assessment.

c) 3D aerial view and 3D perspective views shall be submitted to illustrate the submitted details, the latter as seen from ground level which shall show the buildings in their setting of:

- 1.the Hoyland Gyratory to the north of the site
- 2.the proposed housing of the Hoyland West Masterplan Framework area,
3. Heritage areas eg Wentworth,
4. existing housing bordering the Hoyland West Masterplan Framework Area.

Thereafter the development shall be carried out in accordance with the details approved by the Local Planning Authority

Reason: to enable the built form to be considered in their wider setting, and to ensure their visual impact on important views and existing residential properties is able to be adequately assessed and in accordance with Local Plan Policy D1 High Quality Design and Place Making

- 29 Detailed plans shall accompany the reserved matters submission indicating existing ground levels, finished floor levels of all structures, road levels and any proposed alterations to ground levels. Thereafter the development shall proceed in accordance with the approved details.

Reason: To enable the impact arising from need for any changes in level to be assessed in accordance with Local Plan Policy D1 design.

- 30 Notwithstanding the submitted within the ecological appraisal, detailed plans shall be submitted with each Reserved Matters application indicating biodiversity mitigation and enhancement measures to be undertaken within each plot, including long term management, for each plot. Thereafter the development shall proceed in accordance with the approved details.

Reason: To conserve and enhance biodiversity in order to achieve 10% net gain from FPCR baseline in accordance with Local Plan Policy BIO1.

- 31 On commencement of the development, details of proposals to mitigate the air quality impact of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be thereafter be undertaken in accordance with the approved details

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

- 32 Details shall accompany each reserved matters application setting out a preliminary assessment of the buildings BREEAM rating which shall be submitted for approval in writing to the Local Planning Authority. The assessment shall:

a) Identify what measures shall be used to achieve BREEAM standard of 'very good' or equivalent;

b) consider the use of green roofs or partial green roofs to achieve BREEAM standard of "very good" or equivalent standard

c) Where the BREEAM standard of 'very good' or equivalent standard cannot reasonably be achieved the assessment shall justify why not; and

d) Shall identify what standard shall be achieved.

e) Upon completion of the development, a certificate shall be provided to the Local Planning Authority demonstrating that the agreed standard has been achieved and the measures provided to achieve the standard shall be retained as operational thereafter.

Reason: To enable delivery of efficient and sustainable design and construction in accordance with Local Plan Policy CC2.

- 33 Each reserved matters application shall be accompanied by the following documents in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction

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

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity of the locality.

- 34 Each reserved matters application shall be accompanied by full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of each building.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity.

- 35 Other than the approved enabling works, no construction works shall commence until measures to protect the public water supply infrastructure that is laid within the site boundary of each plot have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times. If the required stand-off or protection measures are 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 and that, prior to construction in the affected area, the approved works have been undertaken.

Reason: In the interest of public health and maintaining the public water supply and in accordance with Local Plan Policy Poll1.

- 36 Prior to the start of construction of any plot, details of measures to facilitate the provision of gigabit-capable full fibre 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 with Local Plan Policy I1 Infrastructure and Planning Obligations

- 37 Prior to the first occupation of the development hereby permitted, all pedestrian and cycle access and egress links, bicycle and motorised vehicle parking areas and space for all vehicles turn and re-enter the highway in a forward gear, shall be constructed in accordance with the approved plans and in accordance with cycle parking standards set out in adopted SPD Sustainable travel in accordance with cycle parking standards Section 8 and table 2 contained therein.

All such areas shall be levelled, surfaced and drained in accordance with a detailed scheme submitted to and approved in writing by the LPA and retained thereafter available for that specific use

Reason: In interests of satisfactory development and highway safety in accordance with Local Plan Policy T4 new development and Transport Safety

- 38 On commencement of engineering/construction operations for any plot or phase, details of temporary lighting shall be submitted to and approved 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. Thereafter the approved details shall be implemented in full.

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

- 39 Prior to the occupation of each plot 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 of the building of the use 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

Any oil and chemical storage tanks to be constructed within the application site shall be sited on an impervious base and surrounded by a liquid retentive bund wall. The bunded area shall be capable of containing 110% of the volume of the largest tank and all fill pipes, draw pipes and sight gauges shall be enclosed within its curtilage. The construction should be in line with the most up to date guidance for design of storage tanks.

Reason: For the purposes of avoiding pollution of groundwater and in accordance with Local Plan Policy POLL1.

- 40 Each reserved matters application shall be accompanied by a noise impact assessment at sensitive receptors. The assessment shall be accompanied by details of all mechanical services and ventilation plant to be installed and details of all external operations (e.g. loading/unloading, vehicle manoeuvring etc) within the plot boundary. The assessment shall demonstrate that the background noise levels at receptors identified in Noise Impact Assessment VC-103210-EN-RP-001 dated 16th

June 2020 and Noise sensitivity test VC-103210-EN-RP-003 dated 4 September 2020 shall not be exceeded. Any mechanical services and ventilation plant must be installed and operated in accordance with manufacturers' instructions at all times.

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

- 41 The development hereby approved shall comply with the biodiversity set out in the recommendations in the ES volumes 1, 2 and 3 unless otherwise superseded by later ecological reports detailed below.

Biodiversity Impact Assessment report REV A by FCPR received 1/10/20.

Biodiversity Enhancement Management Plan REV A and Appendix A by FCPR received 2/10/20.

Reason: For reasons of clarity and to secure appropriate biodiversity and ecology mitigation and enhancement in accordance with Hoyland West Masterplan Framework, and Local Plan Policy BIO1.

- 42 Notwithstanding submitted details, a further great-crested newt survey of off-site pond P5 (as detailed in the GCN report from FPCR dated June 2020 contained within the ES Vol 3) shall be undertaken in spring 2021. Subsequently a report of the survey findings shall be submitted to the Local Planning Authority by 31 July 2021.

Reason: In the interests of identifying local of protected species to prevent potential impacts as a result of development and in accordance with Local Plan Policy BIO1

- 43 Prior to undertaking any alterations to the access point onto Hoyland public footpath no. 27 from Sheffield Road, a scheme detailing existing and proposed levels, extent of works, existing and proposed surfaces, and including but not limited to specification of works, details of signage and/or barriers, shall be submitted to the Local Planning Authority for approval in writing. Thereafter the agreed scheme shall be implemented in full.

Reason: To safeguard public access on the public footpath in the interests of Local Plan Policy T3 and GS2

- 44 Upon commencement of development details of the design, height and layout of ball stop mitigation based on the Labosport Boundary Risk Assessment LSUK.20-0564 in relation to the cricket field, including details of the management and maintenance, shall be submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The approved details shall be installed prior to commencement of the 2021 cricket season and shall be retained, managed and maintained as such thereafter.

Reason: To enable the cricket field to be used for sport without causing nuisance and damage to users of the access road and to accord with Local Plan Policy T4

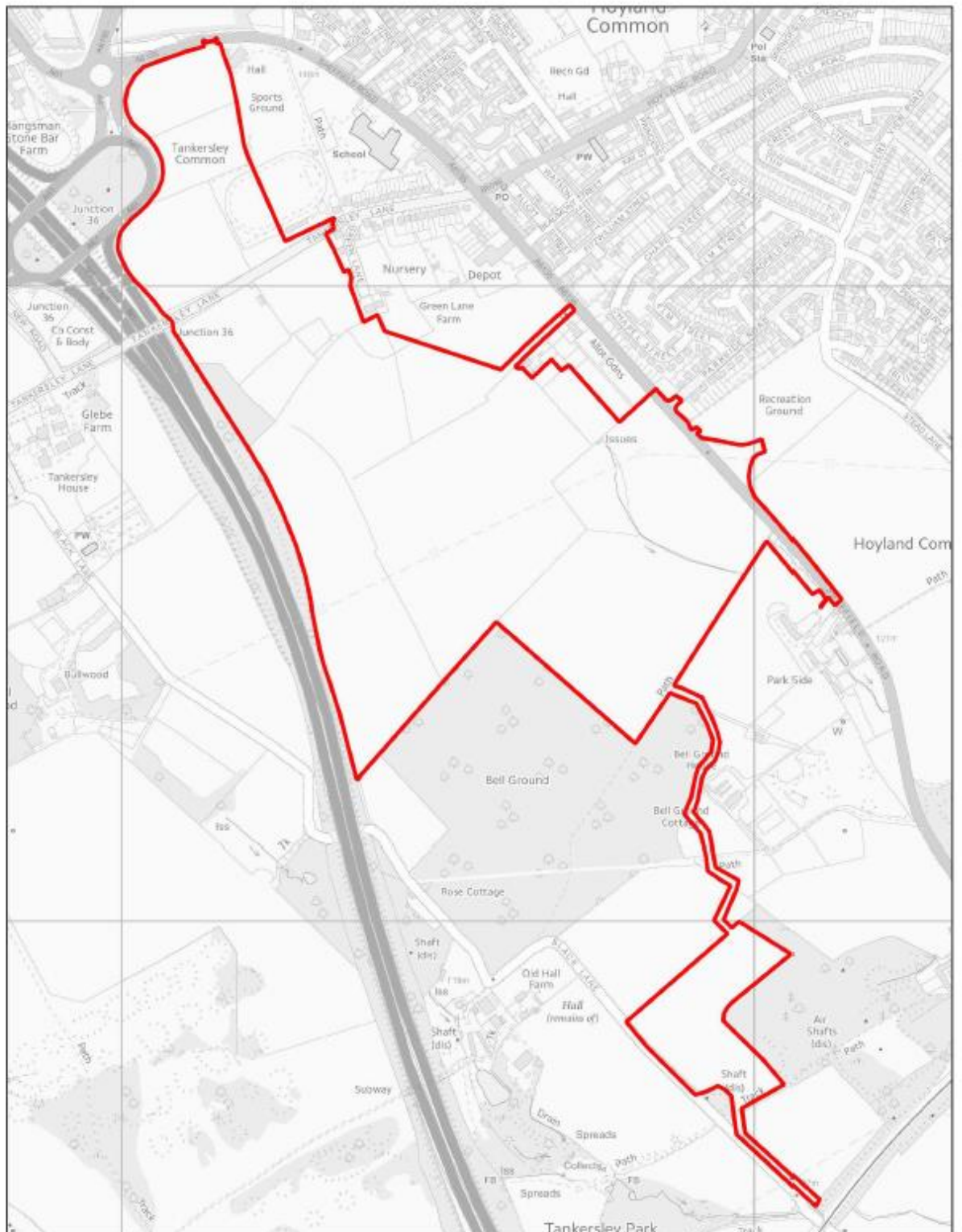
- 45 No development shall commence on the existing football pitch until details of the method and type of seeding to the infill area over the running track of the realigned football pitch including a timetable for the completion have been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The approved details shall be carried out in full in accordance with the approved timetable.

Reason: To ensure the realigned football pitch is fit for purpose and safe to play pitch sport on and to accord with Local Plan Policy GS1

PA Reference:-

2020/0647

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