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Submitted by email only

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Our ref.
Your ref. 2021/1691

5 April 2022

Dear Ms Ward

PLANNING APPLICATION REF. 2021/1691
"GATEWAY 36" EMPLOYMENT DEVELOPMENT AT DEARNE VALLEY PARKWAY, HOYLAND
SUBMISSION OF ADDITIONAL / REVISED INFORMATION

Please find enclosed the following revised drawings and documents which are hereby submitted as part of the above planning application. We also indicate which of the previously submitted plans and documents are superseded.

Now submitted	**Now superseded**
Site Layout ref. 21049_P0601 **rev.G**	Site Layout ref. 21049_P0601 rev.C
Site Finishes Plan ref. 21049_P0603 **rev.F**	Site Finishes Plan ref. 21049_P0603 rev.B
Indicative Site Sections ref. 21049_P0604 **rev.B**	Indicative Site Sections ref. 21049_P0604 rev.A
Fencing and Barrier Details ref. 21049_P0701 **rev.E**	Fencing and Barrier Details ref. 21049_P0701 rev.B
Bin Store Details ref. 21049_P0702 **rev.D**	Bin Store Details ref. 21049_P0702 rev.A
Cycle Shelter Details ref. 21049_P0703 **rev.E**	Cycle Shelter Details ref. 21049_P0703 rev.B
Building Plan ref. 21049_P1001 **rev.G**	Building Plan ref. 21049_P1001 rev.B
Office Plans ref. 21049_P1002 **rev.C**	Office Plans ref. 21049_P1002 rev.B
Roof Plan ref. 21049_P1003 **rev.C**	Roof Plan ref. 21049_P1003 rev.B
Elevations ref. 21049_P1301 **rev.D**	Elevations ref. 21049_P1301 rev.C
Design and Access Statement ref. 21049_DAS rev. **C**	Design and Access Statement ref. 21049_DAS rev.B
Landscape Framework Plan ref. 441-UW-P-001 **rev.D**	Landscape Framework Plan ref. 441-UW-P-001 rev.B
Softworks Planting Plan ref. 441-UW-P-002 **rev.D**	Softworks Planting Plan ref. 441-UW-P-002 rev.B
Landscape Features Plan ref. 441-UW-P-003 **rev.C**	Landscape Features Plan ref. 441-UW-P-003 rev.B
441-UW-P Landscape Ecology Mgmt Plan **rev.D**	441-UW-P Landscape Ecology Mgmt Plan rev.B
Proposed Levels ref. 079577-CUR-XX-XX-DR-C-91001-**P11**	Proposed Levels ref. 079577-CUR-XX-XX-DR-C-91001-P07

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Retaining Structure and Slope Detail Drawings (set) ref. 079577_**0**	-
Road Levels Access Statement ref. 079577-CUR-ZZ-ZZ-T-C-95001-**P01**	-
Drainage Masterplan ref. 079577-CUR-ZZ-ZZ-D-C-92001-**P05**	Drainage Masterplan ref. 079577-CUR-ZZ-ZZ-D-C-92001-P02
Drainage Statement ref. 079577-CUR-ZZ-ZZ-T-C-92001-**P03**	Drainage Statement ref. 079577-CUR-ZZ-ZZ-T-C-92001-P02
HGV Access ref. 22022.ATR.01	-
Yard Turning ref. 22022.ATR.02	-
Car Park Access ref. 22022.ATR.03	-
Car Park Visibility Splays ref. 22022.IN.02	-
-	Swept Path Analysis ref. 21049_P0605(A)
Habitat Creation, Biodiversity Mitigation and Enhancement Scheme **rev.A**	Habitat Creation, Biodiversity Mitigation and Enhancement Scheme – Dec.21 rev.-
Biodiversity Impact Assessment Phase 3 **rev.A** with updated excel spreadsheet rev.A	Biodiversity Impact Assessment – Dec.21 rev.-
Biodiversity Offsetting Scheme **rev.A** with updated excel spreadsheet rev.A	Biodiversity Offsetting Scheme – Dec.21 rev.-
FPCR letter dated 1st April 2022	-

A directory of the latest versions of each of the submitted plans and documents is appended to this letter for ease of reference.

A corresponding submission of relevant details has also been made under planning application ref. 2021/1692 to discharge outline planning conditions relating to the landscaping scheme.

A series of relatively minor changes have been made to the proposed development as a result of our design development and in response to consultation comments received. The changes are summarised below.

1. Vehicular Access, Circulation and Parking

A minor alteration has been made to the kerb positions of the roadway around the car park entrances and approach to the yard. Changes have been made to white lining within the road to alter the priority of vehicle movements and thereby enhance safety.

Minor alterations have been made to the configuration of the car park and cycle parking layouts. There is no change to overall numbers of spaces or the general arrangement of the car parks or cycle parking. Two dedicated areas for motorcycle parking have been included which provide 16 spaces in total (1 per 20 car parking spaces).

A series of swept-path diagrams have been prepared to demonstrate that all parts of the site are suitably accessible by a range of vehicles, including provision for HGV turning ahead of the yard security gates.

A visibility splay diagram further demonstrates that arrangement for vehicle circulation is satisfactory. The submitted Road Levels Access Statement (ref. 079577-CUR-ZZ-ZZ-T-C-95001-P01) confirms that the gradient of the road into the site is 1-in-21 and that this gradient is consistent (i.e. without vertical curve).

2. Pedestrian and Cycle Access

Pedestrian routes between the carpark/footpaths and the building have been adjusted by removal of steps and incorporation of a level/sloped access route to enhance accessibility for all users. In particular, this ensures that cyclists can access the cycle parking without use of the access road carriageway.

3. Ground Levels

The proposed ground levels have been refined to adjust and improve the form of the site fringes for landscaping and in relation to adjacent paths. There is no change to the main plateau level of the building, the general arrangement of plateaus across the site, the sustainable drainage area or to footpaths. The changes made are summarised as follows:

The slope within the service yard has been adjusted to lower the level of the northwest edge slightly along with a corresponding changes to drainage pipe position.

The slope down from the yard to the site's northwest boundary has been reduced in height and gradient from that shown on the previously submitted plans in order to support landscaping/tree planting in this location. Detail of these slopes are provided in the Retaining Structure and Slope Detail Drawings set (ref. 079577_0).

The overall level and slope of the main car park has been reduced to allow additional space for landscape planting surrounding the car park and to improve the relationship with footpaths around the car park.

Very minor changes are made to the ground levels to the front of the building entrance to improve its relationship with the adjacent parking area and pedestrian access as described above.

4. Retaining Structures

A small number of retaining structures are incorporated into the layout and landscaping as necessary to address changes in levels and optimise the developable area. As requested by Highways Officers (specifically in relation to that close to the access road), cross-section diagrams of these are provided in the Retaining Structure and Slope Detail Drawings set (ref. 079577_0).

5. Design / Scale / Appearance

There is no change to the scale, position or overall design of the proposed building. A series of very minor changes have been made which include: alteration to the position and number of loading bay doors and fire exit doors, alteration to the configuration of washrooms, and a slight increase to the height of the office block at the northeast of the building.

Comments of the Design Officer in relation to the colour/appearance of the office block are noted and are addressed in the submitted Design and Access Statement. It is not intended to change from the proposed use of white and grey cladding for the office as it serves to distinguish the function of this part of the building from that of the warehouse and help orientate visitors to the entrance.

In specifying this colour, the setting and position of the office has been carefully considered – it is not visible in long distance views from the northwest, it is set down below adjacent ground levels of the Dearne Valley Parkway and site access, where additional landscape planting is also proposed, and is opposite existing and proposed industrial development to the northeast and southeast at higher ground level. This part of the site can accommodate the use of this contrasting colour scheme without detrimental impact to the landscape or views.

To assist in illustrating the development proposal, computer generated images (CGIs) of the building's appearance are being prepared and will be submitted shortly.

As requested, a further site section drawing has been included to illustrate the relationship of the proposed development with the adjacent business premises at Gateway 36 Phase 1 and Shortwood Business Park.

6. Minor Buildings & Yard

For technical reasons, an additional 'substation' cabin is required to serve the building and this must be located within 20m of the already approved substation. It is therefore to be sited adjacent to the already approved lay-by directly accessible from the access road. No change is proposed to the already approved substation building at the spur road close to the roundabout. A separate submission under outline condition 34 will also be made to seek approval of the details of this additional substation building.

The configuration of the west end of the yard and bin store has been adjusted slightly to allow additional area for landscape planting.

7. Renewable Energy

This submission confirms that the base-build specification includes the provision of rooftop solar photovoltaic panels equating to 5% of the roof area – the original submission incorrectly indicated 10% of roof area. The roof construction is able to accommodate additional solar panels which would be installed by the tenant occupier if required.

8. Landscape Planting & Paths

The overall landscape planting strategy for this site remains unchanged. Minor changes are made for compatibility with the layout and levels alterations described above.

Additional planting is proposed to the side of the spur road into the site, which will soften views of the development from the Dearne Valley Parkway.

Please note that the land immediately adjacent to the Dearne Valley Parkway roundabout is beyond the site of this reserved matters submission (i.e. land in Firethorn's control) and is to be adopted by Barnsley Council as highways authority. Any planting proposals for this land are subject to separate submission/ agreement by others.

There is no change to the proposed network of paths across the site. Corrections or clarifications have been made to the drawings which refer to paths across the site to ensure all path types and specifications are correctly indicated.

Each parking area is bound by a concrete kerb ahead of the soft landscaped area. It is not proposed to include a paved strip of 0.5m to the rear of the kerb.

9. Ecology & Landscape Management

Firethorn's ecologist has reviewed the comments made by Natural England and the Council's ecological consultant (Wildscapes) and prepared information in response to these. However, it should be clarified to ensure consistency of understanding between all parties that planning permission 2019/1573 was granted in hybrid format including full planning permission for site clearance and earthworks, which have already been undertaken.

The comments of Natural England referring to the *'area of woodland and scrub that is to be removed'* are therefore made out of context. Consequently, the request for a SSSI assessment to be submitted at this stage with assessment of the use of the site by birds is not considered to be appropriate or necessary. The matter was fully considered at the hybrid (full) planning stage with conditions and planning obligations attached to ensure mitigation of impact and net gain in biodiversity.

Similarly, the matter of surface water discharge was considered at the hybrid (outline) planning stage with the approval of a drainage strategy. The submitted drainage details conform to this approved strategy, whereby surface water is attenuated on-site and discharged at agreed rates; and contaminant separators are included within the drainage pipes from the car park and yard (see items NSBE030 and NSBE015) within the Drainage Masterplan (ref. 079577-CUR-ZZ-ZZ-D-C-92001-P05). The SUDS Operation and Maintenance Manual (ref. 079577-CUR-ZZ-ZZ-T-C-92900-V01) ensures that the surface water drainage system is routinely inspected and maintained to ensure no risk of failure or contamination release.

On the basis of the above, no specific SSSI assessment considering potential impacts on water quality or birds using the site is considered necessary or appropriate to submit.

Notwithstanding this however, minor revisions have been made to the Biodiversity Impact Assessment Rev.A to reflect the scheme revisions and designation of adjacent land as part of the wider Dearne Valley Wetlands SSSI.

Minor revisions are made to the Habitat Creation, Mitigation & Enhancement Scheme in response to comments of the Council's consultee (Wildscapes) and for consistency with the design and level changes described above.

Minor revisions are made to the Landscape & Ecology Management Plan in response to comments of the Council's consultee, in particular relating to weed control and long term management as well as including precautionary provisions in relation to the adjacent SSSI.

A note by FPCR (dated 1st April 2022) is submitted to provide explanation of the revisions and justification where revisions to the submitted documents have not been made in accordance with the suggestion of the Council's consultee.

Matters relating to off-site biodiversity enhancement and tree planting, net gain calculation and cumulative calculation across the Gateway 36 site are to be addressed separate to this reserved matters submission as these are the responsibility of Harworth Group, not Firethorn.

10. Public Transport Accessibility

In response to the Highways Officer's query regarding public transport accessibility, the principle of this was considered through the outline planning application and subsequent approval (ref. 2019/1573).

Our highways consultant who was involved throughout the outline planning stage advises that bus penetration was not considered appropriate or necessary to make the development acceptable and accessible by public transport. The strategy to improve the attractiveness of travelling to the site by bus was to enhance the pedestrian connections to the Site.

Public Transport infrastructure is to be improved through the delivery of the link road within the Phase 2 site (by others) at a point at which it connects through the allocated residential development to the south and on to Hoyland Road.

It was agreed through discussions with officers that bus penetration to Phase 3 of the development was not necessary with the Officer Committee Report that recommended approval stating the following (our underlining):

"The masterplan states that there is a good level of bus service provision running along Hoyland Road and Sheffield Road and that for the employment elements these can be served by the existing services. However initial bus accessibility to serve the early phase of ES17 will require improved connectivity for pedestrians and this is provided for by additional non-vehicular access connections including:

- *A multi user route running along parallel and to the south of the A6195 (Dearne Valley Parkway) which provides connectivity to existing Bridleway 6 and the shared pedestrian / cycleway on the proposed link road to serve ES17.*
- *A new multi user connection running parallel and to the north of the A6195 connecting Bridleway 6 to footpath 5 to serve ES15. This section will also form part of the J36 Sheffield Road to Worsborough Road Active Travel Route currently being designed by the Council's Transportation team."*

The route underlined is to be implemented and available for use prior to first occupation of the development.

It is noted that the introductory paragraph in the committee report does not reference ES15 as it is not within the Hoyland North Masterplan area, but the inclusion of detail (underlined above) relating to ES15 clearly identifies that the improvement to the multi-user connection negates the need for public transport penetration to Phase 3 and assists in improving access to public transport such that the development was approved from a public transport perspective.

No further consideration of public transport accessibility is therefore required or appropriate at this reserved matters stage.

I trust that this additional and revised material satisfactorily resolves the matters raised in consultation on the reserved matters submission to date and that the minor amendments to the proposed scheme are supported as overall improvements.

We would be grateful to receive any final comments on this material and the reserved matters submission overall as soon as possible, which we hope will then allow determination of the application at the Planning Regulatory Board meeting of 3rd May 2022.

Should you have any queries or wish to discuss further then please contact me by email or phone on the number above.

Yours sincerely

HRobertshaw

Hamish Robertshaw
Director

Enc.

cc. Firethorn Developments Ltd

Directory of latest drawings / documents for application ref. 2021/1691 as at 4 April 2022

Submitted 17/12/2021 shown black
Submitted 04/04/2022 shown blue

Planning documents:

- Application form (online only)
- Planning Statement ref. JM_PS_02
- Covering letter dated 13 December 2021
- Explanatory letter dated 5 April 2022

Built development drawings:

- Site Layout ref. 21049_P0601 rev.G
- Location Plan ref. 21049_P0602 rev.A
- Site Finishes Plan ref. 21049_P0603 rev.F
- Indicative Site Sections ref. 21049_P0604 rev.B
- Fencing and Barrier Details ref. 21049_P0701 rev.E
- Bin Store Details ref. 21049_P0702 rev.D
- Cycle Shelter Details ref. 21049_P0703 rev.E
- Building Plan ref. 21049_P1001 rev.G
- Office Plans ref. 21049_P1002 rev.C
- Roof Plan ref. 21049_P1003 rev.C
- Elevations ref. 21049_P1301 rev.D

Design and visual documents:

- Design and Access Statement ref. 21049_DAS rev.C
- LVIA Addendum (inc. photomontages) (December 2021 rev.A)

Landscape drawings:

- Landscape Framework Plan ref. 441-UW-P-001 rev.D
- Softworks Planting Plan ref. 441-UW-P-002 rev.D
- Landscape Features Plan ref. 441-UW-P-003 rev.C
- Landscape Features Signage ref. 441-UW-P-004 Rev.-
- Landscape Features Rabbit Fencing ref. 441-UW-P-005 Rev.-
- Landscape Features Bench Detail ref. 441-UW-P-006 Rev.-
- Landscape Features Typical Tree Planting Details ref. 441-UW-P-007 Rev.-
- Landscape Features Typical Retaining Feature ref. 441-UW-P-008 Rev.-

Landscape and ecological documents:

- Landscape and Ecological Management Plan ref. 441-UW-P-LEMP rev.D
- Habitat Creation, Biodiversity Mitigation and Enhancement Scheme rev.A
- Biodiversity Impact Assessment Phase 3 rev.A (with separate excel spreadsheet file)
- Biodiversity Offsetting Scheme rev.A (with separate excel spreadsheet file)
- FPCR letter dated 1st April 2022

Levels and drainage plans and documents:

- Proposed Levels ref. 079577-CUR-XX-XX-DR-C-91001-P11
- Retaining Structure and Slope Detail Drawings (set) ref. 079577_0
- Road Access Levels Statement ref. 079577-CUR-ZZ-ZZ-T-C-95001-P01
- Drainage Masterplan ref. 079577-CUR-ZZ-ZZ-D-C-92001-P05
- Attenuation Basin Details ref. 079577-CUR-ZZ-ZZ-D-C-92201-P02
- Drainage Statement ref. 079577-CUR-ZZ-ZZ-T-C-92001-P03
  (inc. Operation & Maintenance Plan ref. 079577-CUR-ZZ-ZZ-T-C-92900-V01)

Other documents:

- BREEAM Pre-Assessment Report dated 07/12/21 rev.-
- HGV Access ref. 22022.ATR.01
- Yard Turning ref. 22022.ATR.02
- Car Park Access ref. 22022.ATR.03
- Car Park Visibility Splays ref. 22022.IN.02