Harborough Hill Park

Design and Access Statement



28th May 2012

For Outline Planning Application

Harborough Hill
Park

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1. Introduction

1.Introduction

Purpose

1.1 This Design and Access Statement has been prepared by Peel Holdings in support of their Outline Planning Application for a new food store at the underused site at junction of Old Mill Lane and Twibell Street, Barnsley.

1.2 The requirement for a Design and Access Statement is set out in Article 8 of the Town and Country Planning (Development Management Procedure) (England) Order 2010. The Circular sets out the role of the Design and Access Statement to illustrate the process that has led to the proposals, and to explain and justify the proposals in a structured way. Further guidance is provided in CABE's (now Design Council: CABE) publication 'Design and Access Statements: how to write, read and use them' (2006). A key message is the need for applicants to follow an - assessment – involvement – evaluation – design – process, informed by the site's wider context.

1.3 This Design and Access Statement provides a full account of this design process. It should be read alongside the following documents which support this application:

- Environmental Statement
- Planning and Retail Statement
- Transport Assessment and Travel Plan
- Flood Risk Assessment and Sequential Test
- Schedule of Development and Appropriate Supporting Plans
- Consultation Statement

The Proposals

1.4 Peel Holdings has prepared plans for a new food store and community park at the junction of Old Mill Lane and Twibell Street in Barnsley. The Old Mill site is at a strategic position in the east of the town.

1.5 The development of the Old Mill site will create:

- A food store
- A community Riverside Park
- A kiosk in the Park with facilities for cyclists and other people visiting the River Dearne Valley Park
- A petrol filling station
- A small retail store that already has planning permission

Peel Holdings

1.6 Peel Holdings is one of the largest, most innovative developers in the UK. The most recent success is the delivery of the £650M MediaCity UK project in Salford, which is now home to the BBC in the North. Peel are long term investors who retain ownership of their developments and take a long term view of investing in their assets and their setting.

1.7 Peel Holdings own the Peel Centre, Barnsley. They continue to invest in the buildings, infrastructure and landscape to improve the quality and long term future of this site.

1.8 The Harborough Hill Park proposals are the next step in continuing this long term investment in Barnsley.

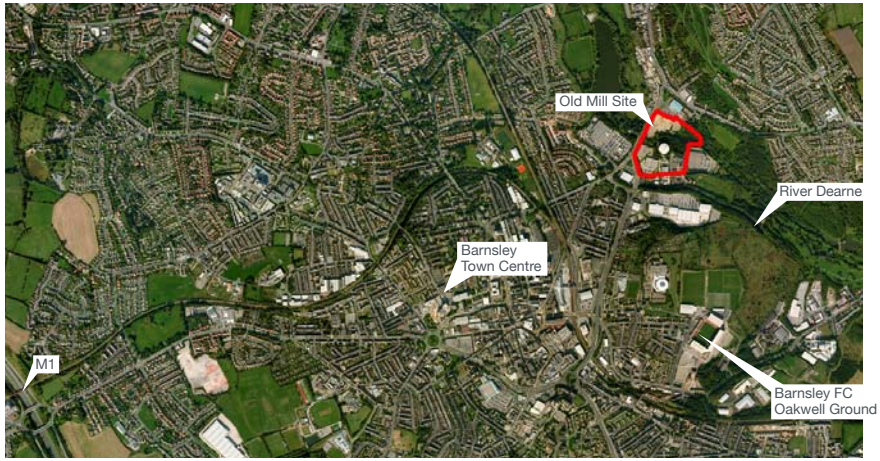
Scope and Structure

1.9 The following Chapters explain our understanding of the site and its context, design ideas and evolution and the proposed structuring design principles, fixed parameters, illustrative masterplan and reserved matters protocols. They are set out as:

- Chapter 2 – The Big Picture: providing an assessment of the site, its wider setting within the town and how it is well placed to deliver strategic regeneration objectives for Barnsley
- Chapter 3 – Site Setting: providing a more detailed assessment of the site and its immediate setting in terms of existing neighbourhoods and places, town structure, uses and activities, movement and connections, environment, and condition and opportunities.
- Chapter 4 – Vision, Concepts and Structuring Principles: starting with the big ideas and ambition for the site, how it may trigger wider change and the key design principles that have shaped design development
- Chapter 5 – Development Parameters: setting out the design parameters forming the 'fixed' part of the Outline Planning Application
- Chapter 6 – Illustrative Masterplan: providing a working illustration of how the fixed parameters may be progressed to deliver a high quality development
- Chapter 7 – Securing Design Quality: setting out the protocols for bringing forward Reserved Matters Applications and the quality and environmental targets.

The Site

1.10 Old Mill Lane is the historic threshold into the town from the northeast – the point where the towns' key eastern approach crosses over the River Dearne. Today it is a prominent eyesore and a physical disconnect separating Barnsley residents from each other, the town centre and the wider River Dearne Valley. The same is true of the River Dearne landscape corridor. As it passes through Barnsley, it is hidden, inaccessible and only used by the most determined cyclists and walkers.









2.The Big Picture

- the regeneration opportunity

2.The Big Picture
- the regeneration opportunity

Introduction

2.1 Barnsley has benefited from a great deal of investment and positive change in recent years. The ambition and direction of this change has been guided by the Remaking Barnsley Strategic Development Framework 2003 – 2033 (SDF) and the Dearne Valley Eco Vision.

2.2 Whilst there has been investment in town centre, the key approaches and arrival points into the town remain in need of recognisable investment and regeneration.

2.4 Through recent investments, there are now two established 'hubs' of activity within Barnsley – the 'Barnsley Town' Hub and the 'Oakwell Stadium and Metrodome' Hub.

2.5 The opportunity is to create a third 'hub' as a further focus for investment, jobs and activity for the town. Peel Holdings proposals, known as Harborough Hill Park, will create a new food store and riverside community park. This will complement, strengthen and connect recent investments and create three regeneration 'hubs' as set out below.



Barnsley Town Hub

2.6 Recent investment in Barnsley has strengthened the civic and educational hub across the historic town core. These projects are prominent from key approaches and are forging a positive, contemporary, innovative identity for the town. They include:

1. Westgate and the Gateway Plaza
2. the Digital Media Centre
3. Transport Interchange
4. Barnsley College and Huddersfield University Campuses
5. the on-going Barnsley Markets project
6. the Thinking Low Carbon Demonstrator project and proposed '10 Demonstrator Houses' project

The Oakwell Stadium and Metrodome Hub

2.7 As the home of Barnsley Football Club, the Oakwell Stadium and Training Ground is a major part of the Town's cultural identity and sporting life. The Metrodome Leisure Centre is the principal provider of sports and leisure facilities and classes. Together, they draw people into Barnsley and encourage sporting activity in a town where many residents suffer from poor health and have no direct, safe access to leisure facilities.

Harborough Hill Park and the River Dearne Hub

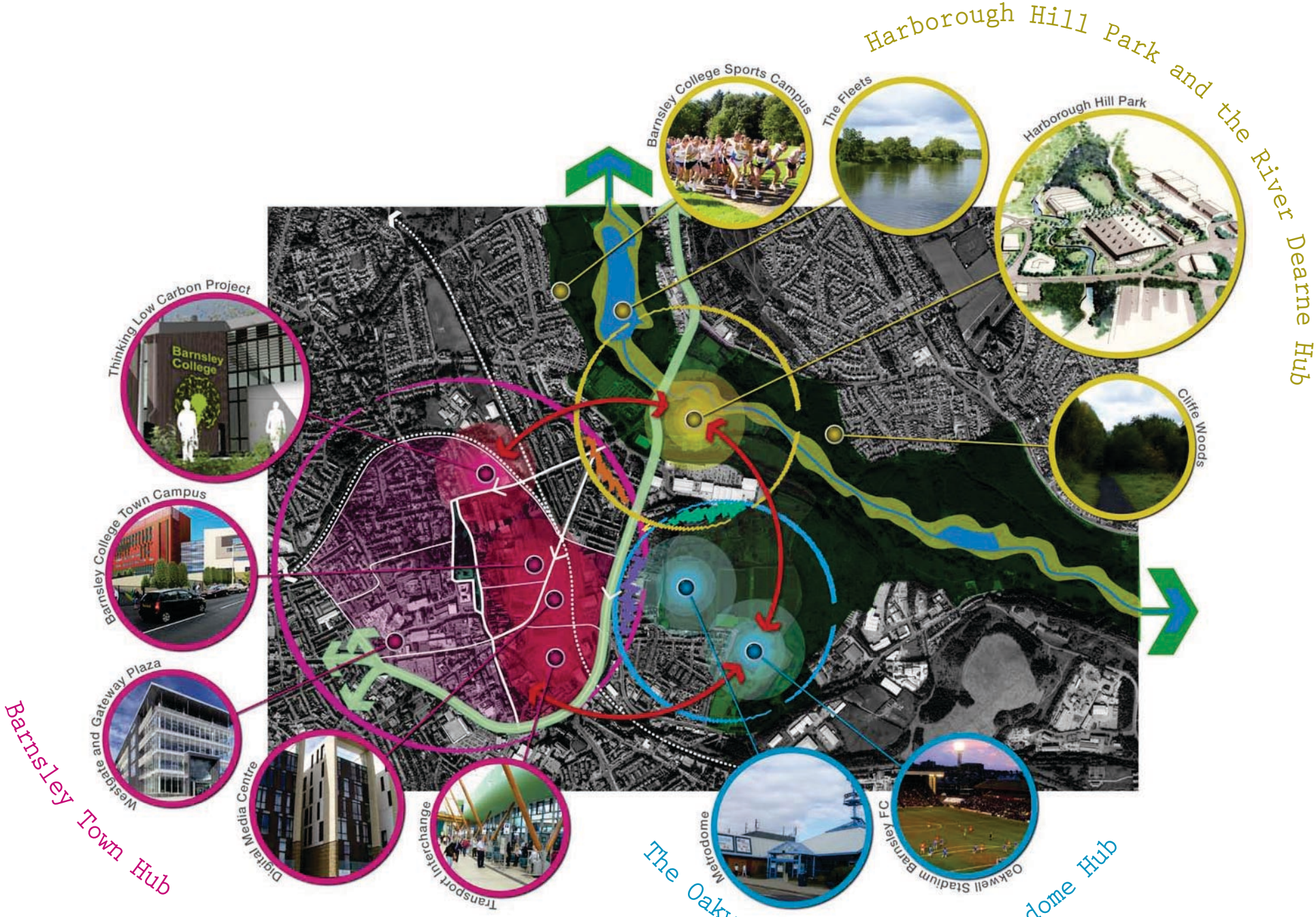
2.8 Harborough Hill Park is proposed as a new food store and riverside community park. The opportunity is to create a new retail and leisure riverside 'hub' and positive gateway for the town.

2.9 The proposals will remove inaccessible, underused sites and eyesores and connect Barnsley Town to the River Dearne Valley Park. This will open up the benefits of the riverside to those who live, work, visit and learn in the heart of the town.

Regeneration Benefits

2.10 The proposals will bring regeneration benefits. It will be able to:

- pay for the removal of gas holders and improve the poor quality ground
- create over 300 new jobs and training opportunities, and provide a focus for local community groups
- pay for new roads and bridges to take delivery vehicles off adjacent residential streets
- create a more positive image for Old Mill Lane and Barnsley and a new eastern gateway
- open up access to the River Dearne Valley Park from the town and encourage walking, cycling and other sports bringing health benefits
- Offer more choice and greater product range to shoppers
- Join regeneration projects in Barnsley Town and the River Dearne Valley together


Harborough Hill Park and the River Dearne Hub
Barnsley College Sports Campus
The Fleets
Harborough Hill Park
Thinking Low Carbon Project
Barnsley College
Cliffe Woods
Barnsley College Town Campus
Westgate and Gateway Plaza
Digital Media Centre
Transport Interchange
Metrodome
Oakwell Stadium Barnsley FC
Barnsley Town Hub
The Oakwell Stadium and Metrodome Hub





3.Site Setting

3.Site Setting

Old Mill today
-challenges and opportunities

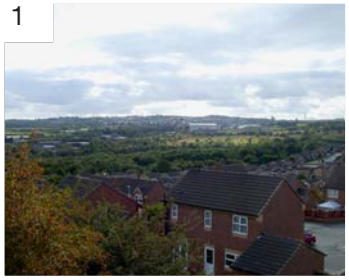
3.1 From its early origins, the Old Mill site has always been a natural, historic threshold into Barnsley town from the east. Beginning as a bridge crossing and Toll Gate over the River Dearne, the site developed as a focus for industry making use of the water for power and manufacturing. Later, infrastructure and railways converged on the site making use of its open ground for gas and storage. Finally, heavier industries emerged making use of the immediate water power and transport connections.



1850 1930 2010

3.2 As a consequence of this historic evolution, there are a number of challenges and opportunities that have informed design proposals. They include:

1



Living on the far bank: the residential neighbourhoods of Monk Bretton on the eastern banks of the River Dearne are within walking and cycling distance of Barnsley town centre, the new Transport Interchange, and College campus and other services, They are disconnected by the Old Mill site and as a consequence residents are more likely to travel into the town by private car or shop elsewhere.

The opportunity is to create safe, secure, easily understood connections linking the wider residential neighbourhoods to encourage people to walk and cycle into Barnsley

2



Making best use of new infrastructure: the Quality Bus Corridor connecting Old Mill Lane to Burton Road is nearing completion. This significant investment by Barnsley MBC provides an alternative route into the Old Mill site.

The opportunity is to explore how the new road infrastructure may provide a more attractive route into the site and in doing so reduce traffic on Twibell Street

3



The Lost River Dearne: upstream and downstream, the River Dearne is an accessible riverside park that people use for running, walking, relaxing, fishing, cycling and lots of other activities. The residents who live along the parkland enjoy safe, easy access through well managed paths and car parks. At the Old Mill site, the River is obscured and inaccessible. Many people we have met didn't realise the River was there.

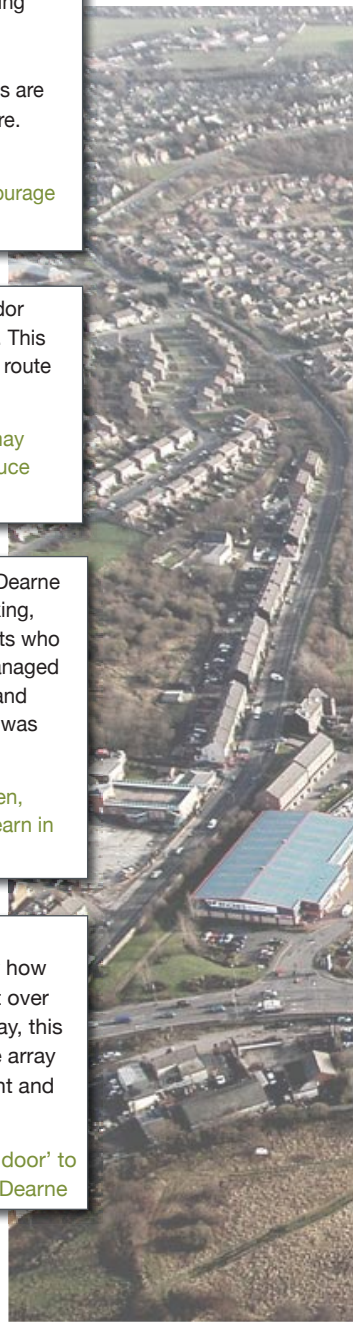
The opportunity is to open up the River corridor so it can be seen, enjoyed and easily reached for those who live, work, visit and learn in Barnsley.

4



The Lost Town Gateway: Old Mill is the natural and historic gateway into Barnsley from the east. The historic plans show how bridges and tollgates have defined this natural crossing point over the River Dearne as a 'threshold' for arriving in Barnsley. Today, this sense of arrival is masked by the visual clutter created by the array of poor quality industrial buildings, site boundaries and vacant and underused sites.

The opportunity is to create a positive arrival point and 'front door' to Barnsley for those arriving from the east and along the River Dearne





5

Connecting the 'Fleets' and Cliffe Woods: a great deal of time and resources have been invested in the River Dearne Valley, creating a strategic landscape, tourism, recreational and environmental resource. The Fleets and Cliffe Woods are key destinations along the River Dearne, located to the immediate northwest and east of the Town respectively. They provide safe access to the River Dearne valley for those who are able to drive or live close by. The Old Mill site disconnects these two established destinations and the wider strategic pathway. It prevents those people who are unable to travel to enjoy safe access to the River Dearne and parkland.

The opportunity is to create a strategic connection along the riverside to link the Fleets, Barnsley Town and Cliffe Woods to each other and the wider strategic pathways across the region

6

Twibell Street: there is a small residential neighbourhood living to the immediate south of the Old Mill site. The most immediate houses are along Twibell Street facing onto the site. Views from the houses across the site are dominated by poor quality buildings, underused sites, a large gas holder and delivery vehicles using Twibell Street to access the Old Mill site. The sites are also a focus for anti-social behaviour in the evening and weekends.

The opportunity is to create a more attractive environment for the residents of Twibell Street by reducing traffic and improving the quality of the streetscene.

7

The Lie of the Land: located on the riverbanks, the Old Mill site falls on both sides towards the River Dearne as it flows through the centre of the site.

The opportunity is to use the natural site topography to create a strong, structural landscape corridor through the site and manage the dominance of the car.

8

This way to the town and trains: the Old Mill site is well located on a strategic bus corridor into Barnsley, and in walking/cycling distance of Barnsley Transport Interchange (Rail and Bus). Eldon Street North provides a clear, easily understood active street connection. The Trans Pennine Trail passes through the Barnsley Transport Interchange.

The opportunity is to create connections across the Old Mill site to link the wider River Dearne strategic pathways via Eldon Street North to the Barnsley Transport Interchange and Trans Pennine Trail.





4.Vision, Concepts and Structuring Principles

4.Vision, Concepts and Structuring Principles

The Big Idea - retail +

4.1 Harborough Hill Park is proposed as a retail and riverside park – it is the place where Barnsley Town meets the River Dearne Valley Park.

4.2 The idea is to create a retail and recreational 'hub' for Barnsley, centred upon the River Dearne. This is to be achieved by strengthen and expanding the existing retail offer by creating a new food store and riverside community park.

4.3 There are four key components. They are:

1. The Stores: the principal anchor is a new 1**,000 sq ft food store located on the southern bank between Twibell Street and the River Dearne. The existing smaller retail stores on the site will be replaced by the larger store.

   The store is raised off the ground to accommodate car parking below the building. This takes advantage of the site being situated at a lower level relative to Old Mill Lane and Twibell Street, and the existing slope towards the river edge.

   There is a further, smaller non food retail building located on the northern bank, together with a Petrol Filling Station (PFS).

2. The Riverside Community Park: the secondary anchor is a new community park centred upon the River Dearne as it passes through the site. The Park creates a new, safe, secure, well managed, local destination set on the banks of the River Dearne. It also complements the existing sequence of access points along the River Dearne Valley Park. In doing so, it connects Barnsley to the riverside, and the wider strategic riverside pathways together.

   There are two parts to the Park – the northern bank and the southern bank. The northern banks of the park are proposed as an ecological, environmental and visual resource – access will be managed. The southern banks are proposed as the focus for community activities.

   A Park Kiosk is proposed as the focal point for the southern bank of the Park. The Kiosk is located in front of the main store frontage. This location is ideal as it is the most prominent part of the Park, with the highest footfall, and safe, direct access to the key pedestrian/ cycleway arrival points and car parking.

   Peel Holdings is in discussion with local environmental, educational and training partners in Barnsley to define specific roles for the Kiosk and Park. To date, discussions have considered using the Kiosk for cycle hire, maintenance and sales, healthy cooking classes, and presenting information and mapping to show other 'stepping stones' along the wider River Dearne Valley – the Fleets, Cliffe Woods and beyond.

   There is a clear commitment to setting in place a sustainable, flexible role for the kiosk.

3. A New Gateway for Harborough Hill Road and Barnsley: together, the Store, Riverside Community Park and Kiosk will create a positive, contemporary, prominent gateway for Barnsley along the Wakefield Road – Old Mill Lane – Harborough Hill Road corridor – and the River Dearne Valley Park.

   Both of these approach corridors are strategic routes into Barnsley. They are the places where first impressions are formed, and established perceptions confirmed. The Store will be raised and the roofscape, along the riverside and Harborough Hill Road elevations will be designed to create a high quality, contemporary, positive gateway.

   Open, framed views into the Park from Old Mill Lane will be created to reveal the River Dearne. This will create a distinctive experience and create a more positive sense of arrival. Enabling people to recognise that they are crossing the river will restore the role of this crossing point as a natural threshold in to Barnsley.

4. Twibell Street – a quieter residential neighbourhood: a new Quality Bus Corridor (QBC) linking Old Mill Lane to Burton Road is being brought forward by Barnsley MBC. This is on site and nearing completion. This brings the opportunity to access the Harborough Hill Park proposals from the north via the new QBC, and a new bridge across the River Dearne to the new Food Store.

   At present, the existing retail units are accessed from Twibell Street, a mainly residential street bounding the site to the south. The proposal to access the site from the new QBC and across the River Dearne will remove cars and service vehicles from Twibell Street, This will improve the environment for those residents living on Twibell Street and pedestrians and cyclists moving between the proposals, the town centre and Transport Interchange.

4.4 Thinking about the Harborough Hill Park proposals in this way delivers a strengthened and expanded retail offer, together with a new town gateway, a new Community Riverside Park and a more attractive residential neighbourhood. This 'retail +' approach may only be delivered at this site and location and as such is considered to be the most beneficial way to accommodate further food retail in Barnsley.

4.5 The design evolution and key structuring principles are explained across the following pages.



Harborough Hill Park

- a new retail and riverside park

Proposed food store

Existing
Retail Park

Non food
retail store

Barnsley Council
Quality Bus Corridor

Petrol Filling
Station (PFS)

Existing
Wickes

Old Mill Lane

Twibell
Street

Existing ASDA

Riverside
Community Park

Design Evolution

Key Design Drivers

4.6 A number of key design drivers have shaped the development and design proposals. They are:

- **Creating new places and connecting neighbourhoods:** the opportunity is to use the river setting to create a place that is distinct and 'of the place'. The scale and location of the site is the only opportunity to connect the enclosing residential neighbourhoods and landscape corridors together.
- **Revealing and reconnecting the River:** the big opportunity is to raise awareness of and open up access to the River.
- **Creating a new town Gateway:** the scale of the site and proposed buildings, together with their prominent location, brings an ideal opportunity to create a high quality, memorable arrival point for the town – from both the road and river,
- **Creating strategic town and riverside connections:** as well as creating safer, attractive, direct connections in the immediate locality, the opportunity is to connect the wider strategic recreation pathways along the River Dearne Valley together.
- **Creating a sustainable building and landscape of distinction:** the riverside setting and gateway location bring the opportunity to create a distinctive building that is unique to Barnsley. The riverside setting is ideal for creating a sustainable building format and landscape .
- **Making Twibell Street a better place to live:** the opportunity is to respond in a positive way to Twibell Street, and strengthen this part of town as a residential neighbourhood. This may be achieved by creating sensitive, appropriate frontages and managing traffic impacts.
- **Making best use of the new QBC link road:** the new QBC link road brings the opportunity to connect both sides of the river together and manage traffic away from Twibell Street,

Option Development

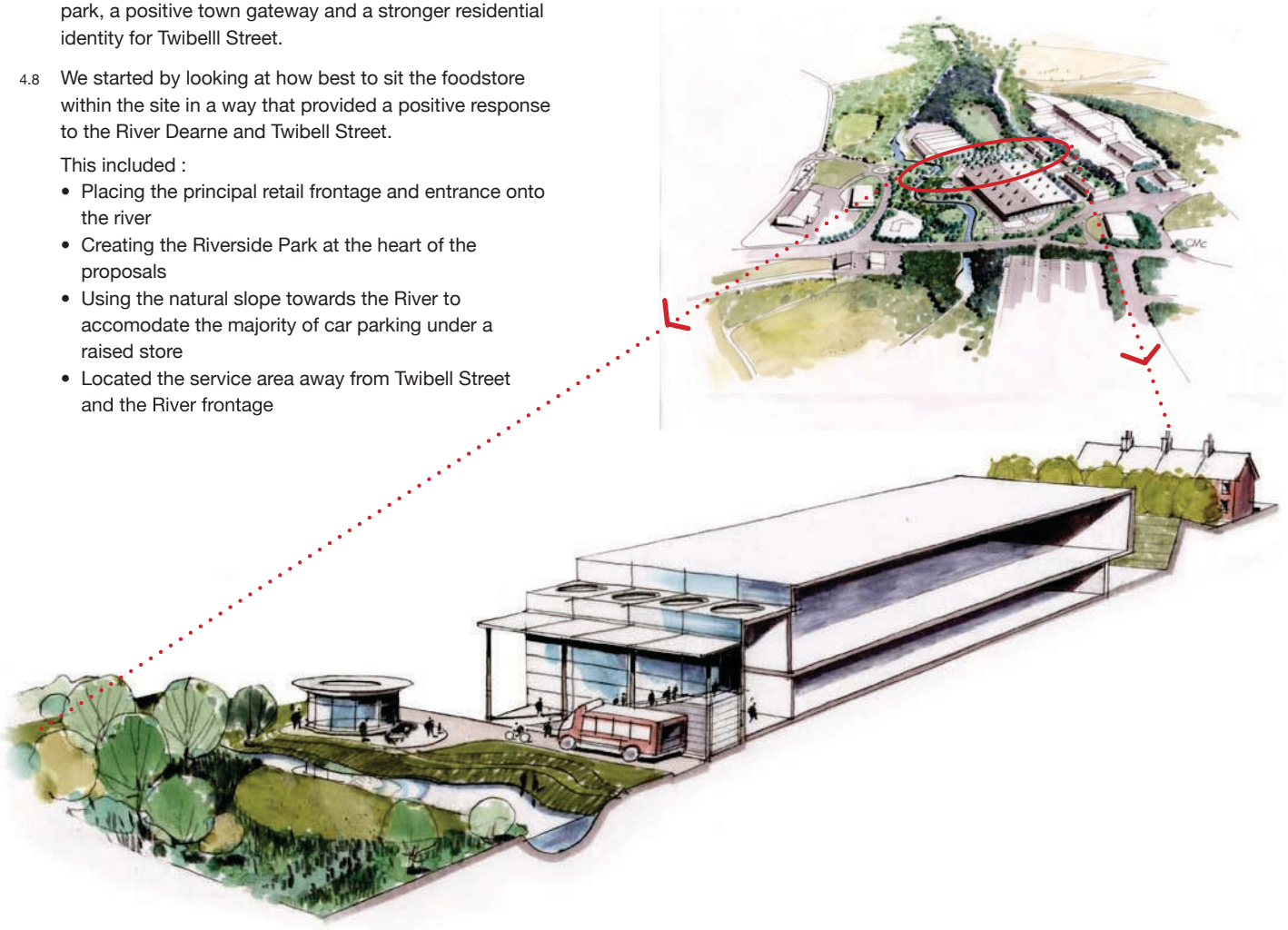
4.7 The Brief is the creation of a new retail and community park, a positive town gateway and a stronger residential identity for Twibelll Street.

4.8 We started by looking at how best to sit the foodstore within the site in a way that provided a positive response to the River Dearne and Twibell Street.

This included :

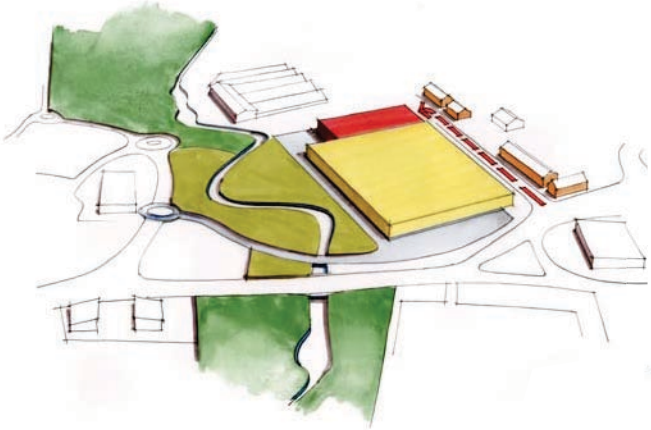
- Placing the principal retail frontage and entrance onto the river
- Creating the Riverside Park at the heart of the proposals
- Using the natural slope towards the River to accomodate the majority of car parking under a raised store
- Located the service area away from Twibell Street and the River frontage

4.9 We then looked at how best to access and service the store. The key options considered and preferred option are illustrated on the next page.



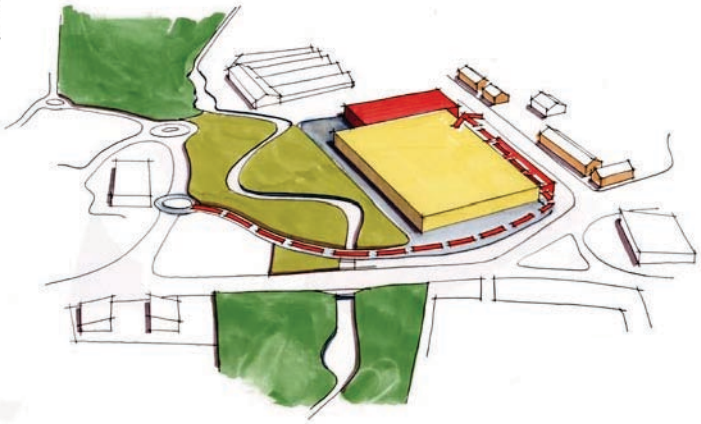
Option 1 - service access was retained along Twibell Street

- ✘ Potential for queuing traffic on the link road to spill out onto Old Mill Lane
- ✘ Service access is from Twibell Street
- ✘ Noise and pollution from service vehicles would impact on Twibell Street



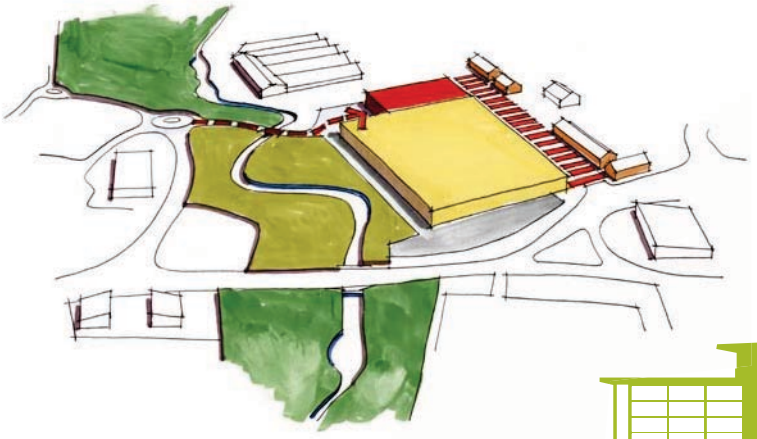
Option 2 - we moved the service access to enter the development from the new link road, across a new bridge and behind the store

- ✘ Potential for queuing traffic on the link road to spill out onto Old Mill Lane
- ✘ Noise and pollution from service vehicles would impact on Twibell Street



Option 3 - Preferred Option – we moved the service access to the east of the site and away from Twibell Street

- ✔ Fewer roundabouts reduce the potential for queuing traffic
- ✔ Potential noise impacts from the service yard can be easily mitigated
- ✔ Service vehicles are not routed past residential properties
- ✔ Twibell Street is improved for residents
- ✔ The potential of the riverside park can be maximised



Consultation

Process

4.11 Peel Holdings has undertaken a consultation programme. To ensure consultation was extensive and inclusive, engagement specialists Lexington Communications North were commissioned to devise and implement a Consultation Strategy, encompassing a number of key elements, as recommended in Barnsley Council's SCI.

4.12 A full account of consultation responses is provided in the Consultation Statement supporting this application. Those events, meetings and responses of particular relevance to design are summarised below.

Freepost Newsletter

4.13 A newsletter was seen as a method to communicate with thousands of people, informing them of the plans and inviting them to the Open Day.

4.14 The newsletter was distributed to 4074 business and residential properties surrounding the site through the post, one week ahead of the consultation event. It outlined the proposals, included a map of the site and a Freepost feedback form. This enabled those not able to attend the consultation event to have their views taken into consideration.

Public Exhibition Open Day

4.15 An open public exhibition was held at the Peel Centre Retail Park near to the site. Over 70 people attended the event including local residents, Councillors, traders and businesses, and people who shop in Barnsley. The Project Team were present to explain and discuss the proposals and design evolution.

Interest Groups

4.17 In addition to the public consultation event, the Client and Project Team has undertaken focused one to one meetings with key interest groups playing a role in Barnsley and the wider River Dearne Valley.

Key consultation meetings have included:

- Dearne Valley Eco Vision Project
- Barnsley PCT
- Barnsley Chamber of Commerce
- Barnsley College
- Dearne Valley Groundwork Trust
- Barnsley Civic Trust

4.18 Groups were identified whom would have an increased interest in the site due to their proximity to it or other interests. In addition to the newsletter, these groups were sent a letter to ensure that they were aware of the plans and the consultation event.

Letters

4.19 Letters were sent to Twibell Street residents; Central Ward councillors (Cllrs Bruff, Strokes and Birkinshaw); Cabinet members (Cllrs Miller, Cheetham and Noble); and Planning committee members



Consultation begins with initial meetings with Barnsley MBC and Barnsley Development Agency: October 2010

Consultation with Dearne Valley Eco Vision Project

Public Open Days with an exhibitions and the opportunity to talk to the Project Team at the nearby Peel Centre: July 2011

Newsletter and Freepost Comments Form circulated to over 4000 nearby homes and businesses: July 2011

Responses

4.20 When the figures for the comment cards and questionnaires are combined it shows that the majority of respondents are in favour of the proposals for a foodstore on the site, as shown in the table and chart below:

- Yes, I support the proposals - 68%
- Yes, I support some of the proposals – 15%
- No, I do not support the proposals – 17%

4.21 Lexington Communications assessed the responses, identifying the key messages in regard to design, and the design concepts and proposals have been amended.

4.22 The key comments and changes are summarised below:

- The Community Park is seen as a very positive benefit for the Town. The need fore a clear management strategy and funding was raised as an important issue.

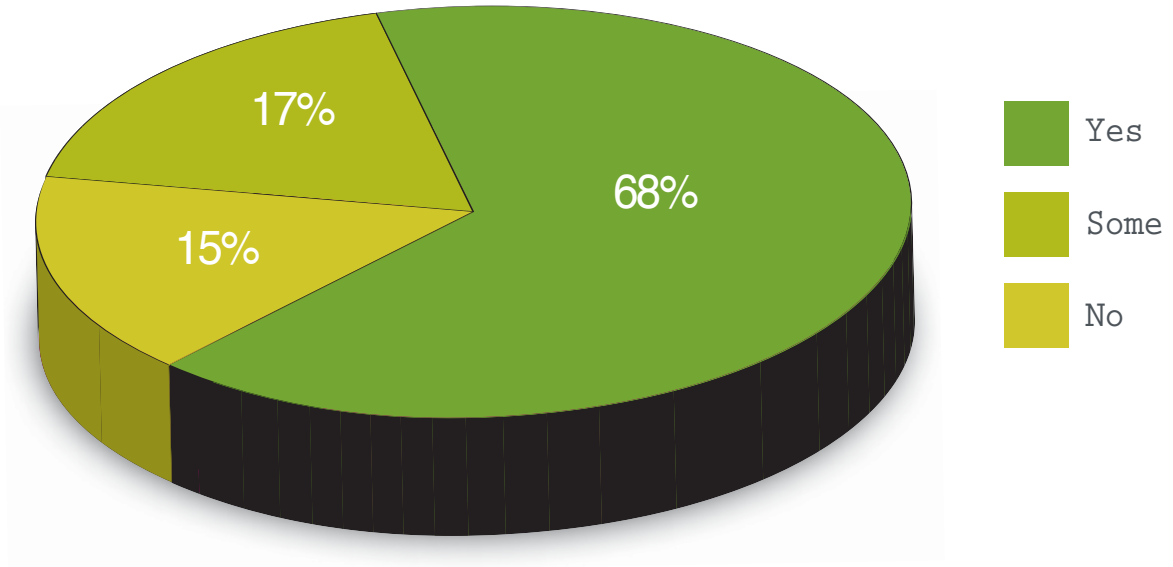
  In response, Peel are exploring the idea of setting in place a management agreement with established, proven environmental organisations to secure the long term management and security of the Park

- The benefits for ecology were supported. The need to consider the bats known to be on site was raised.

  The design of the highways and groundworks has considered how best to protect the bat roost. Further details are provided in the EIA.

4.23 The amended proposals have been taken forward to provide our Structuring Principles for the Planning Application.

Are you generally in favour of Peel's proposals for a new foodstore on this site?



Consultation with Barnsley Chamber of Trade: September 2011

Consultation with Dearne Valley Groundwork Trust: September 2011

Submission of Outline Planning Application: April 2012

Consultation with Barnsley Primary Care Trust: September 2011

Consultation with Barnsley College: September 2011

Consultation with Barnsley Civic Society: October 2011

Harborough Hill Park

4.14 The key structuring principles set out below provide the overarching design strategy for this Outline Planning Application.

4.14 Harborough Hill Park will:

- Create a distinct riverside identity and sense of place
- Deliver a BREEAM 'Very Good' foodstore and landscape
- Create a new town Gateway for the Old Mill Lane – Harborough Hill Road corridor through a high quality, distinctive, contemporary foodstore and community park
- Create a high quality, distinctive foodstore with four responsive frontages, including:
  - o Riverside: as the principal entrance with an active frontage facing onto the Riverside Community Park
  - o Old Mill Lane: as the most prominent 'town gateway' frontage, and opportunity to create a distinctive feature
  - o Twibell Street: creating an appropriate set back and landscape buffer to the residential properties along Twibell Street
  - o Service Frontage: locating serving access and storage away from Twibell Street and the Riverside Community Park
- Create a high quality, distinctive, safe, secure, accessible Riverside Community Park centred on the River Dearne
- Reveal the River Dearne Valley by creating views into the site from Old Mill Lane and Harborough Hill Road
- Create pedestrian and cycleway connections through the site linking the River Dearne Valley to Harborough Hill Road
- Make best use of the new QBC link road to provide a high quality, clear, direct and easily understood approach and arrival point to the site across the River Dearne
- Improve the residential quality of Twibell Street by removing site traffic and creating a building with an appropriate scale, form and roofscape and a high quality frontage

4.14 These Structuring Principles have been translated into Development Parameters and an Illustrative Masterplan. The Development Parameters (Chapter 5) set out those principles which are to be fixed as part of this application. The Illustrative Masterplan (Chapter 6) provides a working illustration of how the Structuring Principles and fixed Development Parameters may be taken forward to deliver a high quality design scheme.

1 River Dearne pathways to Bretton Country Park and Yorkshire Sculpture Park.

2 Harborough Hill Park Proposals

3 Barnsley Transport Inchange

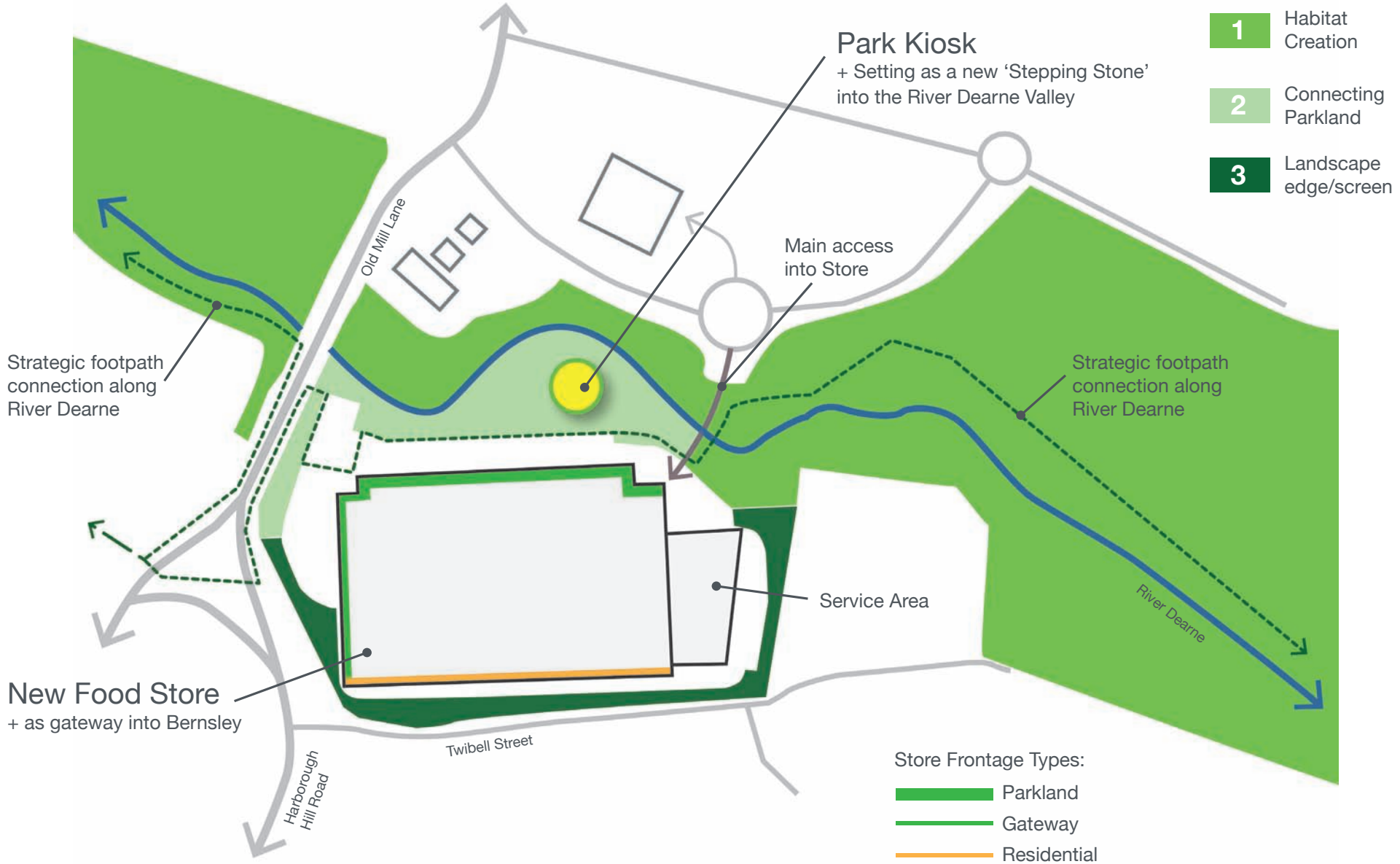
4 TransPennine Trail

5 Strategic Bus Corridor

6 River Dearne pathways connecting to TransPennine Trail



Town Setting - The Harborough Hill Park Proposals connect strategic public transport and pathways



Harborough Hill Park Structuring Principles Image





5.Development Parameters

5.Development Parameters

Overview

5.1 This Design and Access Statement supports the Outline Planning Application with all matters reserved with the exception of access. This Chapter sets out the fixed Development Parameters for the application.

5.2 Paragraph 52 of Circular 01/06 sets out a clear explanation of the expectations in terms of the commitments and fixes to be established at the Outline Stage. It states:

- Use – the use or uses proposed for the development and any distinct development zones within the site identified
- Amount of development – the amount of development proposed for each use
- Indicative layout – an indicative layout with separate development zones proposed within the site boundary as appropriate
- Scale Parameters – an indication of the upper and lower limits for height, width and length of each building within the site boundary
- Indicative access points – an area or areas in which the access point or points to the site will be situated

5.3 This Chapter provides these minimum requirements under the headings:

- Use and amount
- Layout and Scale
- Access

Appearance and Landscape

5.4 Matters of Appearance and Landscape are reserved for future consideration. An Illustrative Masterplan (Chapter 6) has been prepared to support this Outline Planning Application. The Illustrative Masterplan is purely indicative and its purpose is to demonstrate how the Development Parameters, appearance and landscape may potentially be developed.

Use and Amount

5.5 The Development is structured around the River Dearne and the new Barnsley MBC Quality Bus Corridor (QBC) connection linking Old Mill Lane/Harborough Hill Road to Burton Road. Access into the southern part of the site is provided by a new access road from the existing (Wickes) roundabout into the site crosses the River Dearne.

5.6 The Development Proposal is sites across four Development Plots. Plots 1, 2 and 3 are building and hardstanding with associated landscape works. Plot A is the Riverside Community Park containing the River Dearne and the proposed Park Kiosk building. The new access road and bridge passes through Plot A.

5.7 The Development Proposal is for a:

- Foodstore of 15,061 m2 (GEFA) on Plot 1. The foodstore is elevated to allow the majority of car parking to be accommodated under the builiding.
- Petrol Filling Station on Plot 2
- Non Food Retail Unit of 1,267 m2 (GEFA) on Plot 3
- A Riverside Community Park of 3.6 acres, and a Park Kiosk of 294.5 m2 (GEFA) on Plot A

5.8 Table 5.1 and Figure 5.1 identify all proposed Development Plots, uses and total floor areas for the building and Riverside Community Park.

5.9 The amount of development proposed is considered to be appropriate to the surrounding retail environment. Development will be set within a high quality landscape and a new Riverside Community Park will form the focus for the River Dearne corridor as it passes though the site.

Table 5.1 Use and Amount

Plot Ref	Use(s)	TotalGFA (sqm) (External)	No. Storeys (Max)	Max Retail GFA (sqm) External	No. Buildings
1	Food Store	15,061		15,061	1
2	Petrol Filling Station and Car Wash				3
3	Non food retail	1,267		1,267	1
A	Community Park and Kiosk	2,94.5		2,94.5	1

Layout and Scale

5.10 Whilst detailed matters of Layout and Scale are reserved for future consideration, this Planning Application establishes the key parameters with respect to the location and relationship of (Building and Riverside Community Park) Development Plots.

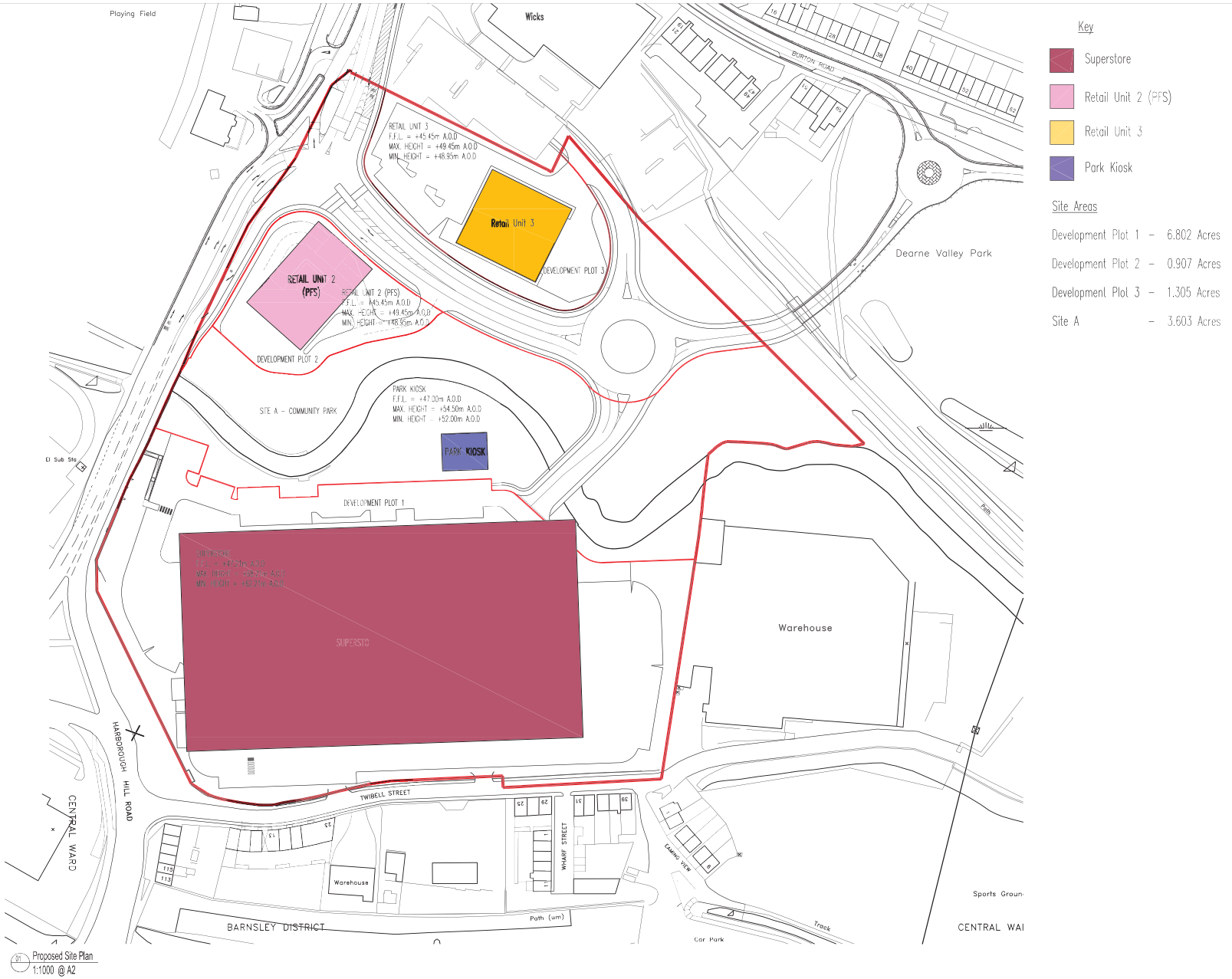
5.11 There are four Development Plots. Table 5.2 and Figure 5.1 show the location of the Development Plots and set out the maximum and minimum dimensions of each of the proposed Building Envelopes, including building height, within the Development Plots. These dimensions allow flexibility and variety within the Building Envelope, given that no food retailer is named within this Outline Planning Application.

5.12 The Illustrative Masterplan (Chapter 6) demonstrates how these parameters set in place the foundation for producing a successful layout.

Table 5.2 Building Height, Length and Width Parameters

	Plot Number	Height (m)		Length (m)		Width (m)	
Type of Building		Min	Max	Min	Max	Min	Max
Food Store	1	62.21	68.21	122.0	165.5	83.0	91.0
Petrol Filling Station	2	48.95	49.45				
Non Food Retail Unit	3	48.95	49.45	37.12	37.12	34.19	34.19
Park Kiosk	A	53.5	54.5	18.5	19.0	14.0	15.5

Figure 5.1. Layout and Scale



01 Proposed Site Plan
1:1000 @ A2

Access

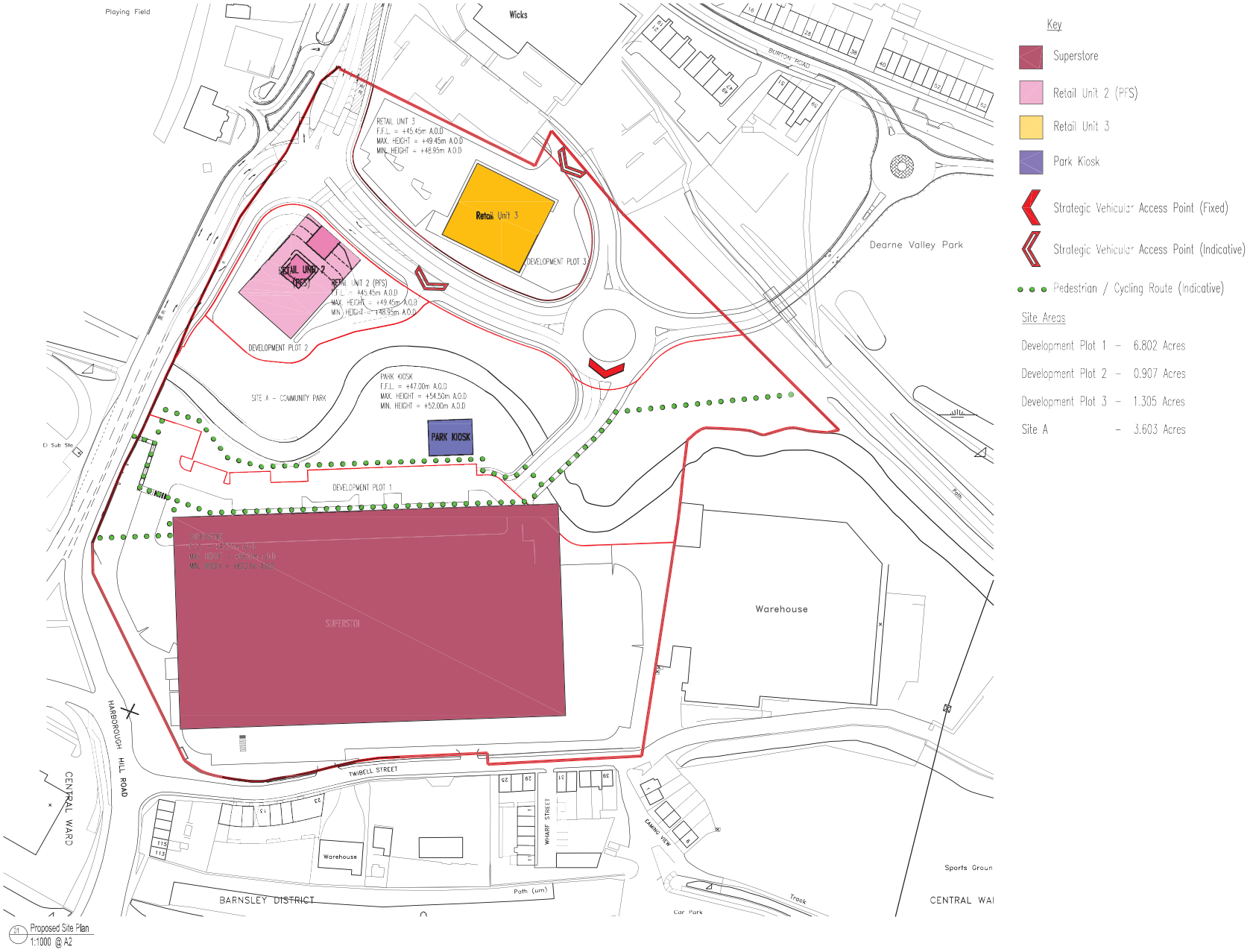
5.13 A series of fixed and indicative vehicular and pedestrian/ cycleway access points are set out in Figure 5.2. Fixed access points are fixed as they can only be located in one position. Internal vehicle linkages and walking/ cycling routes are shown indicatively.

5.14 There is a principal access point from the Barnsley MBC QBC, through Plot A and across the River Dearne into Development Plot 1. This provides access for both cars and servicing vehicles.

5.15 There is a strategic east-west pedestrian and cycleway connection across the site linking the River Dearne Valley with Old Mill Lane/Harborough Hill Road (shown as Indicative).

5.16 The Illustrative Masterplan (Chapter 6) demonstrates how these parameters set in place the foundation for producing successful access and movement proposals.

Figure 5.2. Access







6.Illustrative Masterplan

6. Illustrative Masterplan

Overview

6.1 This application seeks Outline Approval for the redevelopment of the Old Mil Lane site to create a new foodstore with associated car parking, a Riverside Community Park with a kiosk, a non food retail store, a new bridge across the River Dearne and associated access infrastructure.

6.2 An Illustrative Masterplan has been prepared to support this Outline Planning Application. This layout is purely indicative and its purpose is to demonstrate how the site could potentially be developed in accordance with the Structuring Principles and Development Parameters set out in Chapters 4 and 5 respectively.

6.3 This Chapter is structured under the following headings:

- Layout
- Scale and Massing
- Landscape and Riverside Park
- Access
- Appearance
- Sustainability



Harborough Hill Park Proposals



View across the Park from the West

Layout

6.4 The principal building is the food store. As the largest building, it is positioned on the largest development parcel to the south of the River Dearne. As this site slopes towards the river, the proposals raise the foodstore above the ground level, allowing the majority of car parking to be accommodated under the store.

6.5 The foodstore layout responds to the sensitivities and opportunities presented by its immediate context. The entrance faces onto the River Dearne and Riverside Community Park, creating a prominent, easily understood access point from the sites key approaches. Servicing access and loading bays are located to the east, facing onto an existing trade store, and away from the residential properties along Twibell Street. The least active frontage faces onto Twibell Street, to minimise any impact on residential amenity. A landscape corridor between the store and the houses along Twibell Street creates a robust, landscape shelterbelt providing a visual and environmental buffer.

6.6 A Riverside Community Park is focused upon the existing course of the River Dearne. The layout of the site access, bridge and buildings are positioned to create an open, intact landscape corridor with clear physical and visual links between the River Dearne valley and the Old Mill Lane/Harborough Hill Road corridor.

6.7 A non food retail store and Petrol Filling Station (PFS) are positioned either side of the Link Road (QBC) currently under construction by Barnsley MBC.

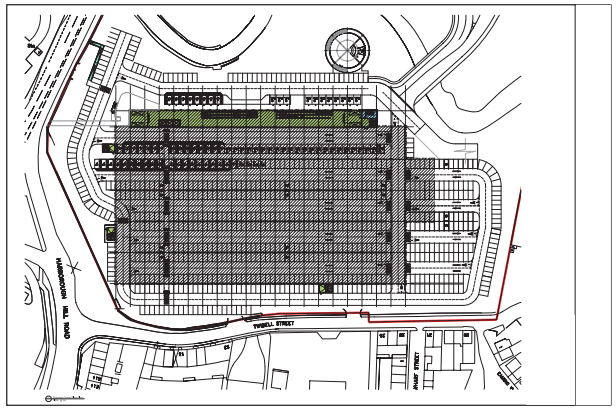
Scale and Massing

6.8 The principal food store building is the largest building form. The scale and massing of the building plays a key role in delivering the structuring principles of creating a new town gateway and four responsive frontages responding to the sensitivities and opportunities of its immediate setting.

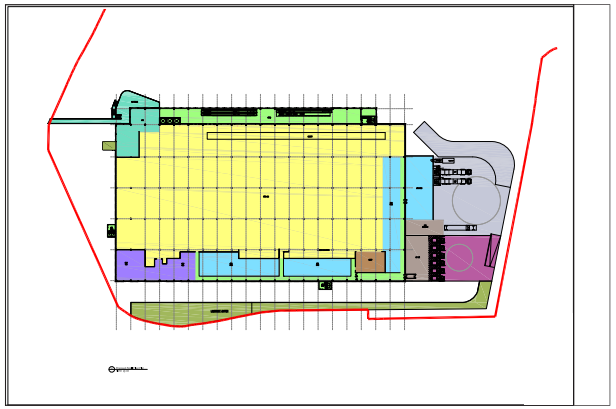
6.9 Each of the four elevations is shown across the following pages, with indicative sections and views of the outline scheme. They are:

- Riverside Frontage
- Harborough Hill Road Frontage
- Twibell Street Frontage
- Service Area

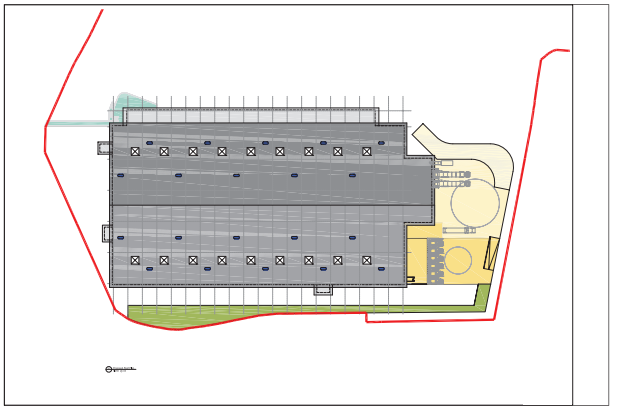
Ground Floor Plan



Upper Floor Plan



Roof Plan





Harborough Hill Park Proposals

Scale & Massing:
Riverside Frontage

6.10 This the principal elevation for food store. The focus of this elevation is the creation of a clear, easily understood entrance into the store from the key approaches of the Old Mill Lane/Harborough Hill Road corridor, the new Link Road (QBC) and the River Dearne Valley Park.

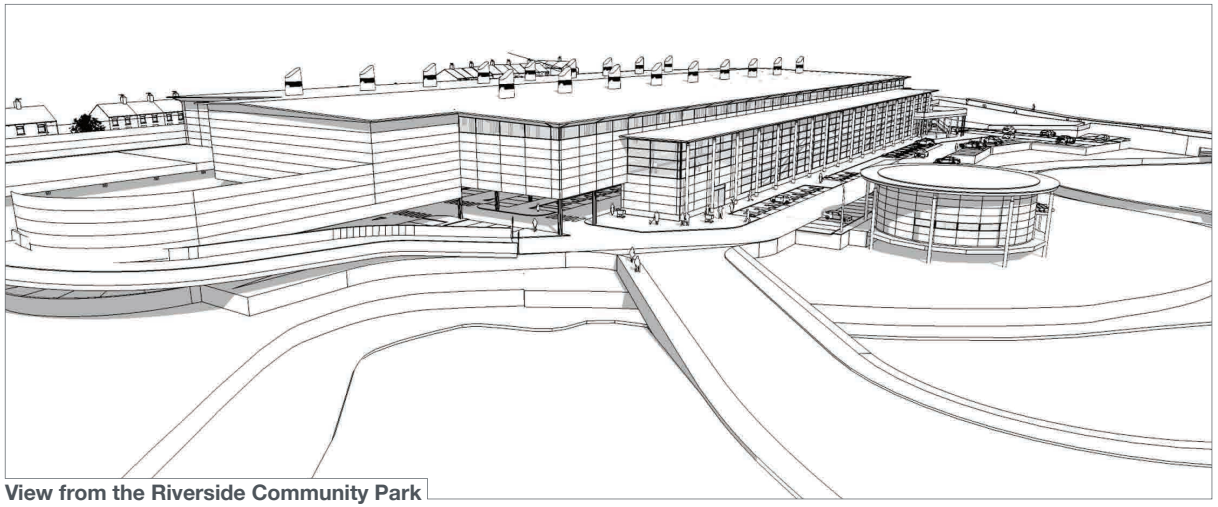
6.11 This is achieved by bringing forward the main entrance as a distinct protrusion from the main store building form, and reducing the scale and massing of the entrance building form. The fenestration and use of glazing across the entrance further differentiates this part of the building.

6.12 The main entrance building form also accommodates the escalators needed to bring shoppers from groundlevel up to the raised shopping level. In doing so, it draws activity to the Park, and also screens the majority of the car parking areas accommodated under the store from key viewpoints including the Riverside Community Park and the Old Mill Lane/Harborough Hill Road corridor.

6.13 The visual prominence of the servicing bays and ramp access leading up to them is mitigated. This is achieved by reducing the scale and massing of the structures in relation to the main store building form, and using less prominent colours and materials.

6.14 The Riverside frontage, together with the Harborough Hill Road frontage, has an important role to play in creating a positive gateway into the town. This is achieved by the approach to scale, massing and fenestration as set out above, together with the use of prominent skylights and wind catchers placed in prominent positions across the roofline when viewed from the Old Mill Lane/Harborough Hill Road corridor and River Dearne Valley.





View from the Riverside Community Park



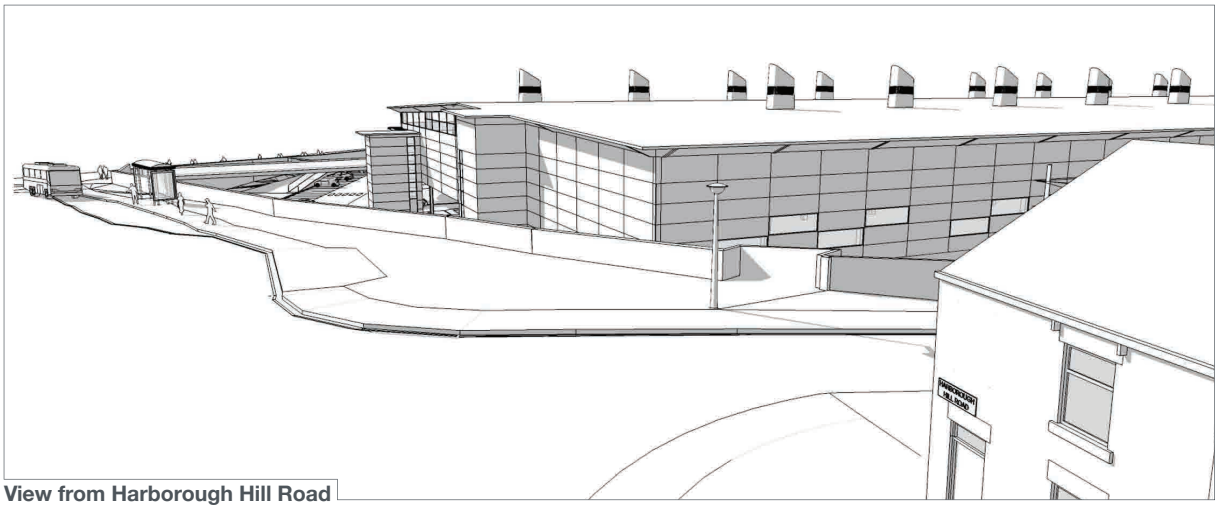
Elevation from the Riverside Community Park

Scale & Massing:
Harborough Hill Road

6.15 This is the most prominent foodstore elevation from the Old Mill Lane/Harborough Hill Road corridor. The focus of this elevation is the creation of a positive gateway into the town, particularly from the Old Mill Lane/Harborough Hill Road corridor. This is achieved by revealing views into the main shopping floor and café, and the use of prominent skylights and wind catchers placed in prominent positions across the roofline when viewed from the Old Mill Lane/Harborough Hill Road corridor and River Dearne Valley.

6.16 The visual prominence of the food store is increased as a result of raising the main building above the ground to accommodate car parking under the store. This overcomes the challenge of creating a visual gateway on this low lying site.





View from Harborough Hill Road



Elevation from Harborough Hill Road

Scale & Massing:
Twibell Street

6.17 This is the most prominent foodstore elevation from Twibell Street. The focus of this elevation is the creation of a sensitive transition between the development and the residential properties along Twibell Street.

6.18 This is achieved by reducing the scale and massing of the building though a roof profile that falls towards Twibell Street (as shown on the Harborough Hill Road and Service Area elevations), setting the building back from the site boundary, and positioning sky lights and wind catchers towards the Harborough Hill Road and Riverside Frontages, and away from the Twibell Street elevation.

6.19 The building has been set back to allow a landscape corridor to be created along the Twibell Street elevation to support the approach to scale and massing of the food store. The building set back and landscape buffer provide a frontage that is responsive to the residential properties along Twibell Street.





View from Twibell Street

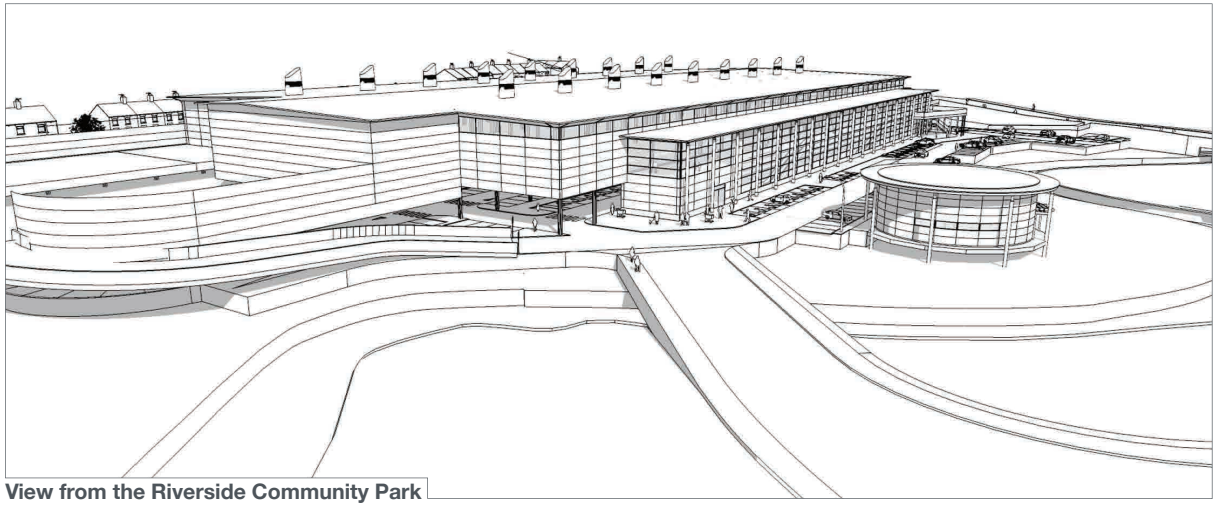


Elevation from Twibell Street

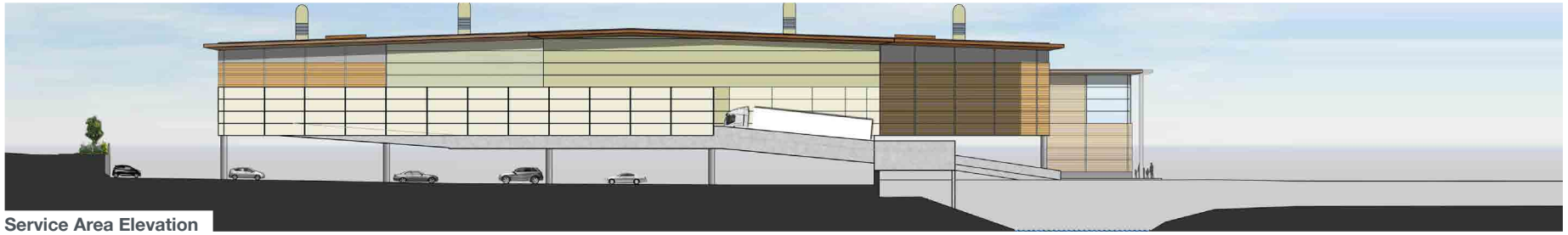
Scale & Massing:
Service Area

6.20 This is the least prominent foodstore elevation, as it faces onto an established trade warehouse and service yard. The service yard is raised above the ground to align with the raised shopping floor level. This is enclosed and forms a secondary building element that is lower and less prominent in relation to the scale and massing of the main food store.





View from the Riverside Community Park



Service Area Elevation

Landscape and Riverside Park

6.21 The landscape structure of the proposals and the Riverside Community Park integrate the development with the wider landscape setting of the River Dearne Valley Park. This integration is achieved through a landscape design approach and palette of native plant materials that are drawn from the more natural riverside character of the River Dearne.

6.22 The Riverside Community Park is positioned at the centre of the proposals. The layout of the buildings, access roads and car parking have been positioned to create an intact, open parkland that provides clear connections with the wider River Dearne valley.

6.23 There are two parts to the Park. The northern bank is proposed as an ecological, environmental and visual resource. This encloses and protects the existing bat roost (close to the existing Old Mill Lane bridge), and provides a direct, physical connection to the wider River Dearne parklands to the east and west. Indigenous tree, shrub and grassland mixes are proposed to create a robust, enclosed native planting area. Pedestrian access is not provided.

6.24 The southern bank is proposed as the 'hub' of the new Riverside Community Park providing two functions. Firstly, it provides a safer access point. This is achieved through new footpaths connecting the existing strategic pathways along the River Dearne to the Old Mill/Harborough Hill Road corridor.

6.25 Secondly, it creates a new destination for the River Dearne. This is achieved by creating a Park Kiosk as the focal point for community activities and enterprises. This supports the work of the River Dearne Eco Valley Project and the Dearne Valley Groundwork Trust in creating a sequence of flexible community hubs, providing bike hire, meeting space, etc, along the River Dearne corridor.

6.26 The Kiosk is placed in front of the main store entrance, as it is the most prominent part of the Park, with the highest footfall, and safe, direct access to key pedestrian/cycleway connections crossing the site.

6.27 The new Park provides the opportunity to reconsider appropriate river edge treatments to increase biodiversity across all areas and access to the waters edge on the southside.

6.38 Examples of the proposed materials palette as set out below:



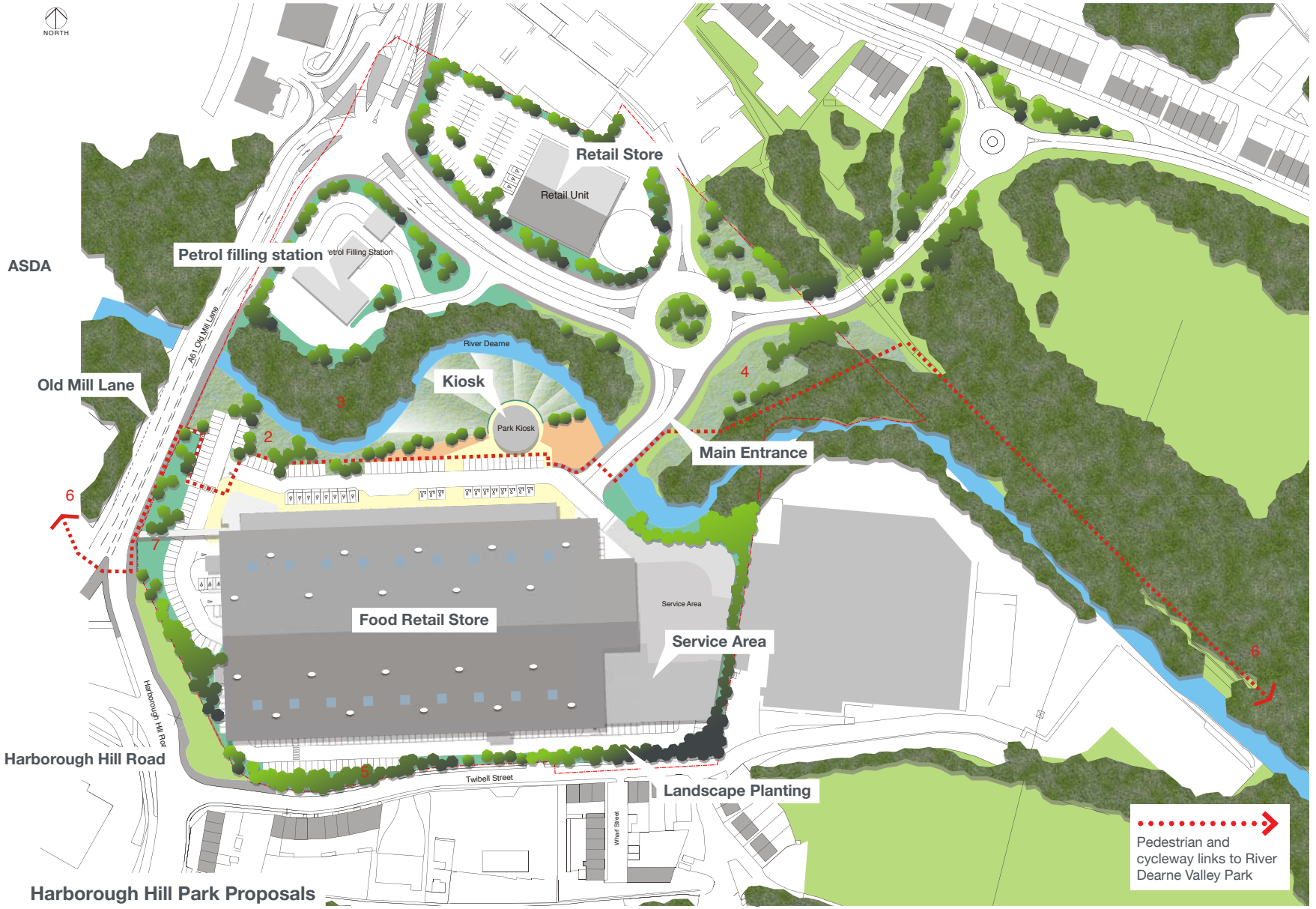
Park Kiosk



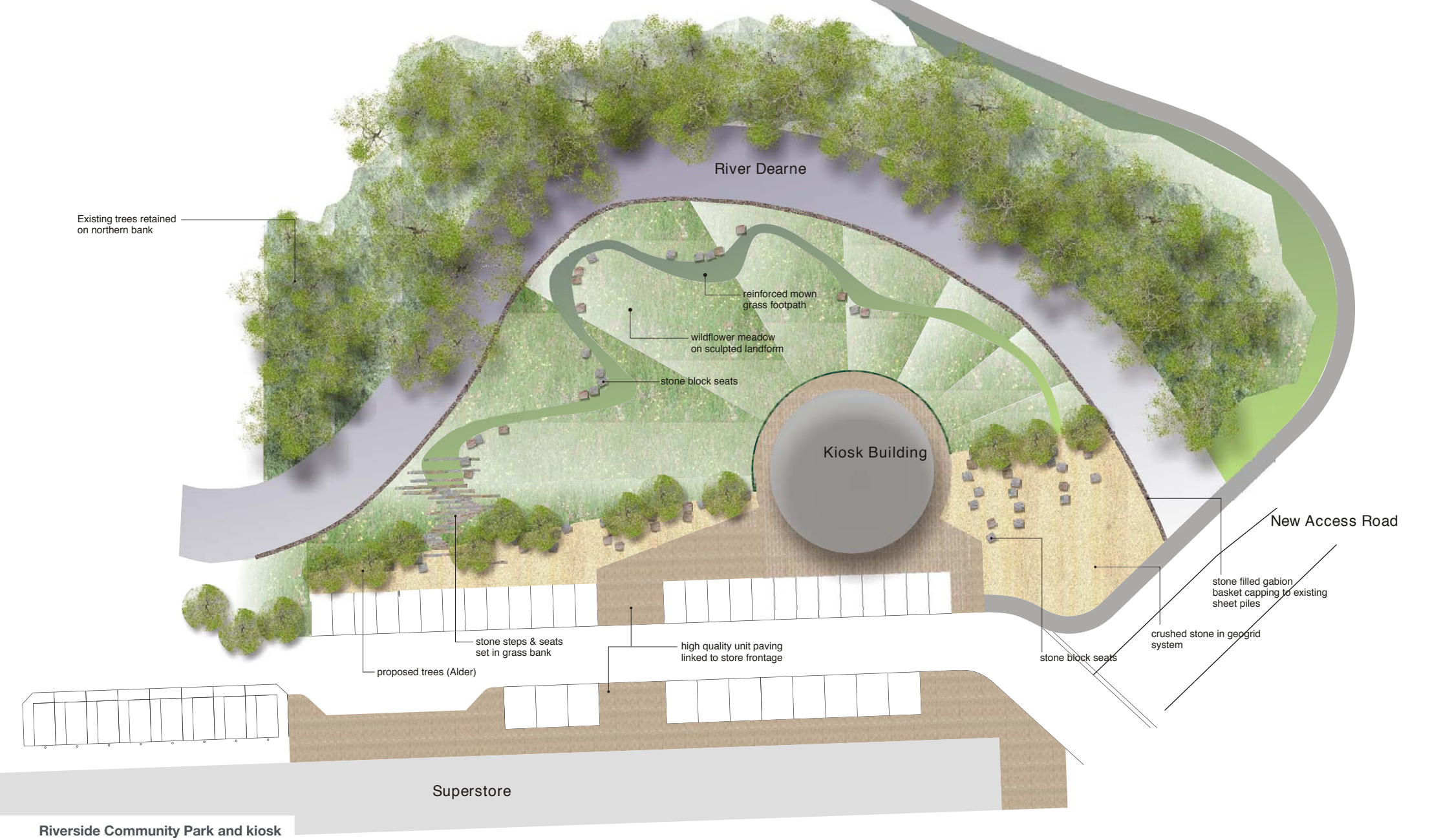








Harborough Hill Park Proposals



Riverside Community Park and kiosk

Harborough Hill Park



View across the Park from the West

Access

6.28 The proposals are located at the crossing point of a number of strategic bus, cycleway and pedestrian routes connecting Barnsley town centre to its surrounding residential neighbourhoods and landscape setting. The site is also accessed directly from the Strategic Highway Network (Old Mill Lane/Harborough Hill Road and Burton Road), and is close to the new Transport Interchange (Bus and Rail) in Barnsley Town Centre.

6.29 In response, the proposals provide improved pedestrian and cycleway connections, and provide access for cars and deliveries into the site in a way that improves the residential amenity of those living close by. The layout of the buildings and roads has been carefully considered to reduce the impact of the car, and place importance on pedestrian and cycle movement.

6.30 This is achieved through by creating pedestrian and cycleway connections through the site, and a single access point for vehicles as set out below.

6.31 East – west pedestrian and cycleway connections across the site connect the existing pathways along the edge of the River Dearne to Old Mill Lane/Harborough Hill Road. From the east, the pathway enters the site across the new bridge, and crosses into the Riverside Community Park (south), and onto the pedestrian pavement at the store entrance.

6.32 From here, pedestrians may enter the store and travel up to the elevated shopping floor. From here, there is access to a pedestrian footbridge connecting the elevated store level to the pedestrian pavement along Old Mill Lane/ Harborough Hill Road.

6.33 Alternatively, pedestrians/cyclists may use the external ramp that connects the car park to the pedestrian pavement along Old Mill Lane/Harborough Hill Road.

6.34 There is a single access vehicular access point into the site from the new Link Road (QBC) being constructed by Barnsley MBC. This provides shared access for cars and service vehicles across a new bridge over the River Dearne. On crossing the bridge, service vehicles turn left and access the elevated Service Area via a ramp. Cars and other vehicles turn right to access parking and drop off/pick up areas. A total of 772 car parking spaces (inc. 41 disabled and 37 parent and child) are provided, the majority being accommodated under the main foodstore building.

6.35 The PFS and smaller non food retail unit are access directly off the new Link Road (QBC).

6.36 This approach manages cars and service vehicles away from residential properties on Twibell Street.



Harborough Hill Park Proposals

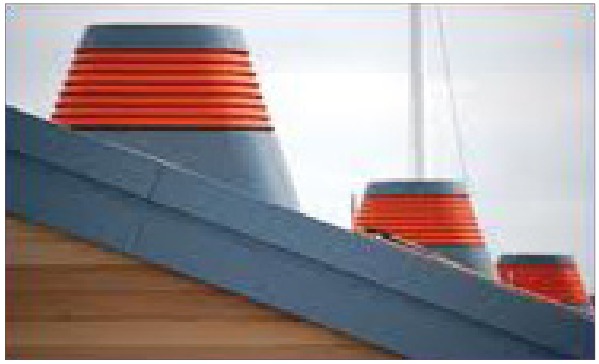
Appearance

6.37 The proposal is to create a positive gateway for Barnsley. The scale and massing of the buildings is contemporary, simple and distinct. The proposed building materials supports this approach through the use of a simple, contemporary palette of materials for the roofscape and elevations.

6.38 Examples of the proposed materials palette as set out below:















Sustainability

6.39 Peel Holdings has a long standing commitment to the principles of sustainability. The most recent evidence is the MediaCity: UK development in Salford, which is the first project to be awarded BREEAM (Building Research Establishments Environmental Assessment Method) Communities Standard..

BREEAM

6.40 At this Outline Application stage, there is no named food retailer. As each food store operator employs different approaches to sustainable design there is a need to retain flexibility to allow more detailed design proposals to emerge as Peel Holdings works with a named retailer to bring forward a Reserved Matters application.

6.41 In this regard, it is considered appropriate to set a level of achievement through the BREEAM approach. The food store and landscape will be built to BREEAM 'Very Good' rating.

6.42 The detailed approach to achieving BREEAM 'Very Good' will be determined at the Reserved Matters application stage. At this stage, it is possible to identify the following design aspects that will make a contribution.

ENERGY EFFICIENT DESIGN

6.43 By minimising windows on the south elevation and maximising their use elsewhere, natural light into the store will be maximised whilst minimising direct sun strike. This may be supplemented by natural roof lighting units (sunpipes, daylight panels, etc). This will help reduce the need for artificial lighting.

6.44 Vents on the roof may be used to allow warm air to escape and cooler air to enter the store in the summer, reducing the need for air conditioning.

6.45 The use of a lobby at the store entrance will reduce the heat loss through the front door.

BIODIVERSITY

6.46 Biodiversity will be encouraged through the retention of existing native planting where feasible, together with robust, native planting across all landscape areas.

WATER AND DRAINAGE

6.47 A grey water system will be adopted, allowing the potential for water run off from the roof to be used for flushing toilets, cleaning external areas and irrigation of landscape planting.

6.48 A Sustainable Drainage System will be created as part of the external works and landscape proposals.

COMMUNITIES

6.49 The Riverside Community Park and Kiosk will provide an important social amenity not currently provided in this part of the River Dearne Valley Park. The Park and Kiosk will have excellent cycle and pedestrian access from nearby residential and employment neighbourhoods.

RENEWABLE ENERGY

6.50 On site renewable energy generation such as Combined Heat and Power (CHP) plant may be used to generate electricity using renewable fuel.







7. Conclusions

7.Conclusions

Overview

7.1 This application seeks outline planning permission for the development of the Old Mill Lane site. Harborough Hill Park is proposed as a retail and recreational 'hub'. The proposals are for a new food store, a community park centred on the River Dearne as it passes through the site, a non food retail store and a petrol filling station. All matters are reserved except for access. The application is accompanied by a full suite of supporting documents.

7.2 At present, the application site supports a number of non food retail stores surrounded by parking and servicing areas. They are accessed directly off Twibell Street. The layout and condition of the existing site discourages access to the river corridor and presents a poor quality 'front door' for Barnsley.

7.3 The proposals will deliver a positive gateway for the town, trigger the regeneration of the River Dearne corridor as it passes through Barnsley, provide a distinct shopping experience, and a new community park connecting the town to the River Dearne.

7.4 Together, the Structuring Principles, Development Parameters and Illustrative Masterplan demonstrate that the development may be accommodated within the site, in accordance with planning policy and to a high quality design standard.

Securing Design Quality

7.5 Peel Holdings is committed to delivering high quality design and recognises the fundamental benefits of good design in creating successful places, attracting and retaining investment and tenants, attracting new shoppers and visitors and raising values.

7.6 Peel Holdings has an established track record in innovation, asset growth and stewardship, and bringing about the regeneration of the neighbourhoods surrounding their developments by working closely with local authorities and their partners. High quality design and sustainability has been central to many projects that Peel Holdings have been involved with, including MediaCity:UK at Salford Quays which is the first development in the UK to be awarded BREEAM Communities status.

7.7 In preparing proposals to date and the Outline Planning Application, a great deal of resources has been invested in design including:

- consulting with Barnsley MBC and their partners in regard to design, including Barnsley Civic Trust and Dearne Valley Groundwork Trust
- taking a holistic, contextual view of the design process, looking beyond land ownership to see how the proposals may deliver wider regeneration, investment and positive benefits for Barnsley as a whole

7.8 Peel Holdings are committed to setting in place the appropriate mechanisms for delivering design quality through the Reserved Matters Planning Application process including:

- Continuing to consult closely with Barnsley MBC design professionals, Barnsley Civic Trust, Dearne Valley Groundwork Trust and other partners through the pre application and determination stages of future applications
- Engaging with the independent Intergreat Yorkshire Design Review Panel
- Continuing discussions with management organisations in regard to the long term stewardship of the Riverside Community Park.





Harborough Hill
Park