THE HARRIS PARTNERSHIP

Wakefield
Manchester
Milton Keynes
Reading
London

Proposed Industrial Development

GATEWAY 36 - PHASE 2

First Reserved Matters - Development Phase 2A.1

ON BEHALF OF HARWORTH GROUP PLC

12006-2- RESERVED MATTERS; DESIGN AND ACCESS STATEMENT - DA01F

www.harrispartnership.com

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1.0 Introduction

This Design and Access Statement has been prepared by The Harris Partnership Ltd (Architects) on behalf of Harworth Group PLC in support of a Reserved Matters application for an employment-use development on Dearne Valley Parkway in Barnsley (outline planning consent ref: 2019/1573) . The proposed works are within a site area of approximately 34.06 acres (13.78 hectares).

The requirement for Design and Access Statements has arisen in response to the need to promote better quality and more sustainable design in development, now enshrined through changes to the 1990 Planning Act and the GPDO.

The Reserved Matters application follows the successful grant of outline Planning Permission, with the following matters reserved;

A - Layout of the proposed development

B - Scale of the buildings

C - The design and external appearance

D - Landscaping

2.0 Physical Context

2.1 Location

The application site, referred to as Gateway 36 Phase 2 in the approved outline consent, is located to the south of the A6195 (Dearne Valley Parkway) approximately 5.5km south of Barnsley Town Centre and approximately 1km north east of Junction 36 of the M1.

The site is adjacent to an existing industrial development to the north called Shortwood Business Park, and Gateway 36 Phase 1 to the West. The land to the south of the development is currently agricultural land but is to be developed as part of the Holyand North Masterplan framework.

2.2 Planning History

The site has outline planning consent for the development of a maximum of 102,193m^2 of employment use floor space (use class B1/B2 and B8) of which a maximum of 75% may be B8 uses.

Any other planning history of the site is detailed within the Planning Statement which accompanies this submission.

As part of this reserved matters application, we seek to demonstrate the schemes compliance with the relevant planning conditions that the outline approval is subject to.

2.0 Physical Context

2.3 Topography & Land Use

The site has been plateaued in accordance with a previous application permission which provided a series of sites for development upon which this application is based. There is a substantial existing level change across the site. The topography rises from approximately 136.00m AOD by Dearne Valley Parkway up to approximately 167.00m AOD to the south east boundary of the site.

The existing topography is predominantly man made due to the area being extensively surface mined between 1991 and 1995. This land has since been reinstated as agricultural grazing land with areas of tree planting.

To the northwest was Rockingham Colliery which is marked on various Ordnance Survey editions dating between 1893 to 1961. Silkstone Colliery is also shown on the aforementioned maps.

2.4 Constraints

The existing constraints were highlighted in the existing outline consent. The main constraints on the site are the high number of coal seams across the site and the highwall that runs from north to south through the site. These have been left due to the previous surface mining and collieries that we operating on the site throughout the 19th century.

Please refer to the outline approval for the Appraisal of Ground Conditions, a Coal Mining Review and the Geo-environmental Site assessment which contain full details of the existing underground site conditions.

3.0 Site Images

Aerial photograph looking South towards Dearne Valley Parkway

3.0 Site Images

Existing street View looking East at Phase 2 Land

Existing street View looking West at Phase 2 Land

4.0 Design

4.1 Use

The proposed reserved matters application is for the creation of 10312.2m^2 (111,000ft^2) for business and industrial floor space (Class B1, B2 and B8 with ancillary B1(a) offices) in accordance with ***Condition 21*** of the existing outline planning consent.

This proposal is the next phase of the Gateway 36 Development and as such the accommodation sought is similar to the accommodation on Gateway 36 Phase 1 development already constructed.

4.2 Amount

This reserved matters application is for 10,312.2m^2 (111,000ft^2) Gross Internal Area spread across 3 buildings.

The proposed schedule of accommodation is as follows;

	Warehouse GIA	Office GIA	Total GIA
Unit 1A	464.5m^2(5,000ft^2) GIA	69.7m^2(750ft^2) GIA	534.2m^2 (5,750ft^2) GIA
Unit 1B	464.5m^2(5,000ft^2) GIA	69.7m^2(750ft^2) GIA	534.2m^2 (5,750ft^2) GIA
Unit 1C	464.5m^2(5,000ft^2) GIA	69.7m^2(750ft^2) GIA	534.2m^2 (5,750ft^2) GIA
Unit 1D	464.5m^2(5,000ft^2) GIA	69.7m^2(750ft^2) GIA	534.2m^2 (5,750ft^2) GIA
Unit 2	4180.6m^2 (45,000ft^2) GIA	418.1m^2(4500ft^2)GIA	598.7m^2 (49500ft^2) GIA
Unit 3	3251.6m^2 (35,000ft^2) GIA	325.2m^2(3500ft^2)GIA	3576.8m^2 (38500ft^2) GIA

The proposed amount is in accordance with ***Condition 21*** of the existing planning consent.

"The development hereby approved shall not exceed a maximum of 102,193sqm of employment use floorspace (use classes B1/B2 and B8), of which a maximum 75% may be B8 uses, the details of which shall be submitted as part of the application for approval of reserved matters."

4.3 Layout

The proposed layout is in accordance to the existing outline approval with further details now brought forward with Reserved Matters. The proposal is also compliant with the various conditions imposed, in particular ***Condition 18*** (proximity of buildings to the southern boundary).

The development will be accessed off a newly formed adopted road off the existing roundabout to the north of the site. The proposed 'estate' road will have an adoptable turning head to enable the future development of the South Western part of the site and through access to the adjacent part of the Hoyland North Masterplan framework.

Although specific occupiers are not known at present the layout has been designed to accommodate for operational requirements of the typical occupier of units of this type. The service yard for unit 1A-1D has a combined service yard and car park, and has been designed to enable a HVG to safely manoeuvre through the yard to the service doors whilst cars are parked. Units 2 and 3 have dedicated car parks and service yards and have been designed to have a service yard depth of 40m which is an institutional standard, enabling a full HGV spin within the service yard.

Although the units are speculative at present, the location of any plant will be carefully considered and where necessary noise mitigation measures will be implemented to ensure full compliance with ***Condition 49***.

The site has been set out to accommodate for numerous air quality mitigation strategies. These include the provision of 20 Electric Vehicle Charging Point spaces across the development and 30 covered cycle spaces, enabling users to take advantage of a more environmentally friendly means of transport in accordance with ***Condition 31***.

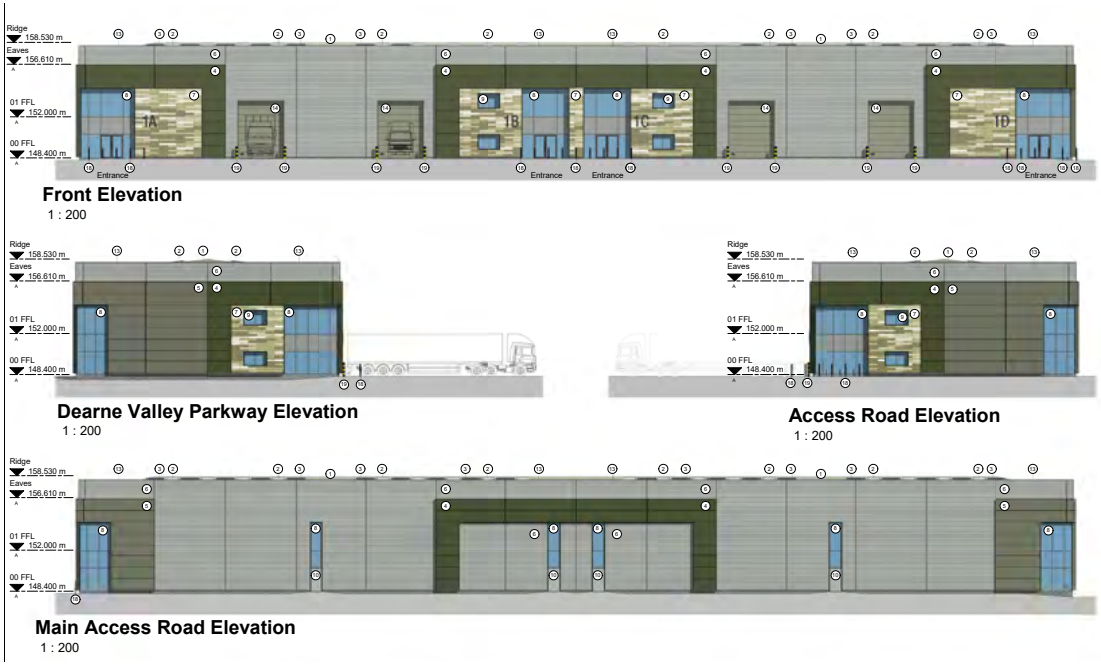
The scheme is also supported by a complementary landscaping scheme to the perimeters of the site, designed provide an enhanced streetscape on approach and within the new development.

Aerial CGI of Phase 2 - In response to ***Condition 25(c) - 3D Aerial View***

4.0 Design

Aerial CGI of Phase 2 - In response to ***Condition 25(c) - 3D Aerial View***

Unit 1 Elevations



4.4 Scale

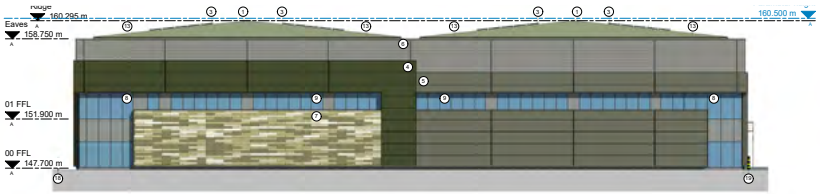
The form and scale of the development has been predominantly driven by a combination of the typical user requirements and the parameters plan approved under the outline planning permission. The heights of the units have also been designed to be in accordance with ***Condition 19*** of the outline planning consent.

Unit 1A-1D has been sized at 7.5m to haunch and approximately 9.9m to parapet, this is to accommodate both the industrial uses and office uses at first floor. *"Buildings heights shall not exceed 10m to eaves other than Unit 2 on Gateway 36Phase 3 as shown on indicative masterplan 12006-1-110 REV L which shall not exceed 12.5m to eaves."*

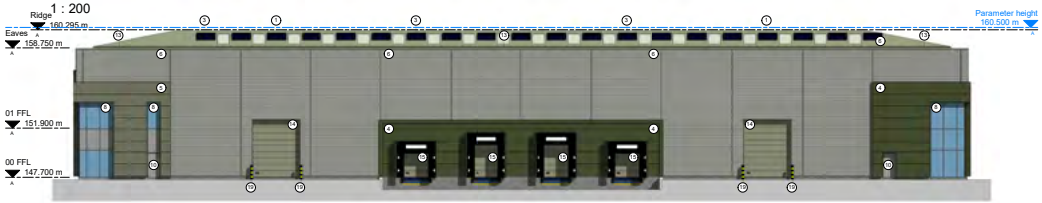
Unit 2 and 3 have been sized at 8m to haunch and approximately 9.3m to eaves This again sits in line with the operational requirement of units of this type. All 3 units have been designed to have a parapet and hipped roof combination to partially conceal the roof from key views and vistas.

For each building the overall height and ridge level is within the allowance stated on the Parameters Plan. (Unit 1 and Unit 2 Max 12m up to 160.5m AOD, Unit 3 Max 12m up to 159m AOD.)

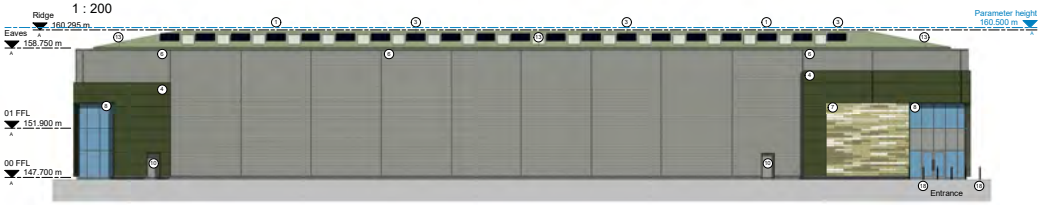
Unit 2 Elevations



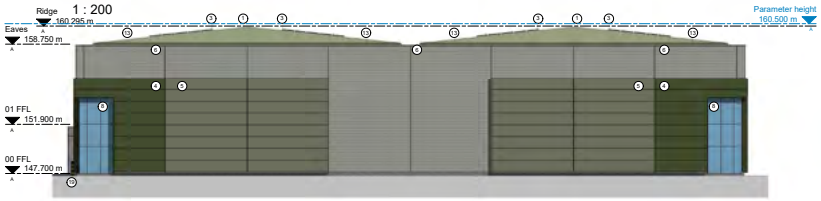
Dearne Valley Parkway Elevation
1 : 200



Service Yard Elevation
1 : 200



Car Park Elevation
1 : 200



Access Road Elevation
1 : 200

4.5 Appearance

A strong, high quality aesthetic has been established in the existing Phase I units, which has set a precedent for the design of the units proposed in Phase II. The design of this site has been designed with much consideration to both the existing context and the future aspirations of the site, and how this sits within its wider context. The buildings have been designed to reflect a similar language to the existing buildings completed at Phase I.

In accordance with ***Condition 25*** each of the buildings that have been proposed have taken on a new colour palette based of the surrounding landscape, using a mixture of greens to allow the buildings to nestle into the environment. *"The details, specifications, and colours shall be the same as or similar to those colours on the "colour palette based on the surrounding landscape" on page 14 of the adopted Hoyland North Masterplan Framework and shall be shown on the elevation plans and any associated imagery that is submitted in support of the application."*

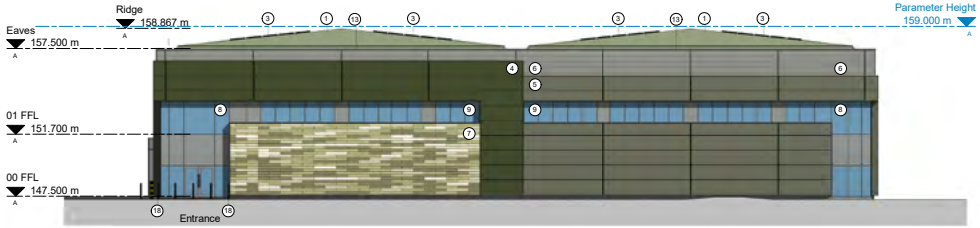
The proposals provide a clear visual indicator of where the main user entrance and the offices are via the use of high-quality aluminium cassette cladding. These cassettes have been proposed in various shades of green and will provide a prominence and hierarchy on the building's elevation.

The entrances to each of the units have been accentuated via the use of double height glazing which where possible wraps round the return elevations further emphasizing the main entrances and enables the users to easily identify the entrances to the units from the proposed car parks and access roads.

To break up the main elevations, composite cladding panel has been introduced in two different shades, matching at least of the varying colours of the cassette cladding. This creates a level of continuity between the two materials and enables the materials to transition from areas that are in public view to materials that will be using in areas that are out of public view.

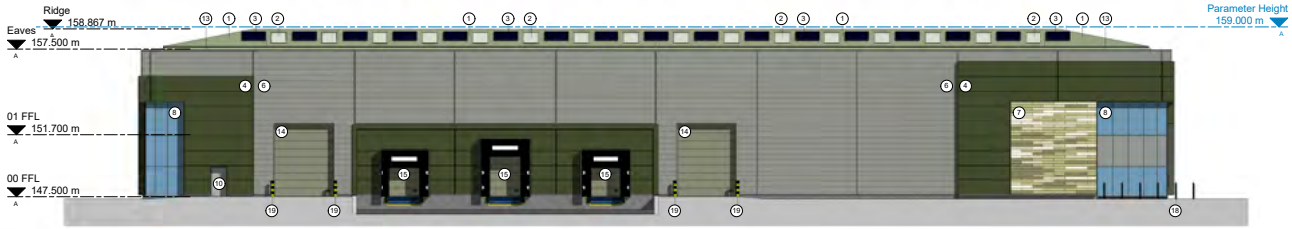
Throughout the rest of the building where there is a lack of public interaction a simple horizontally sinusoidal cladding has been proposed.

Unit 3 Elevations



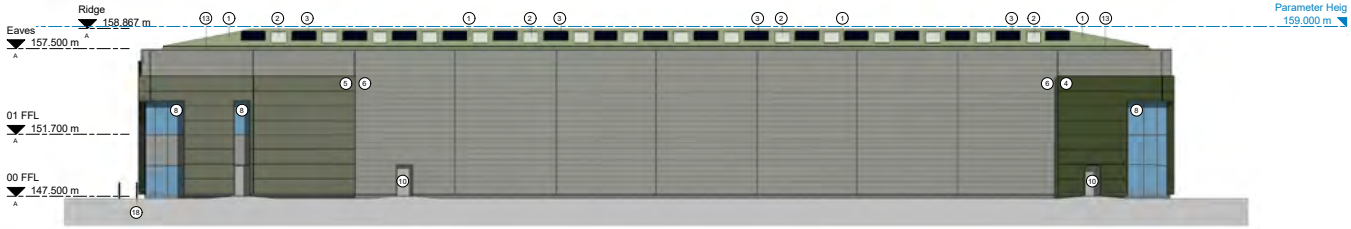
Access Road Elevation

1 : 200



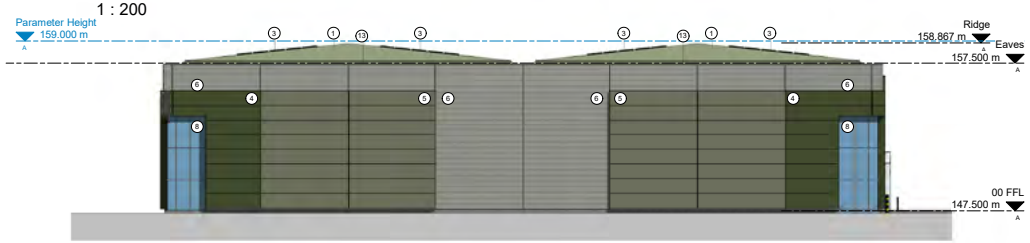
Service Yard Elevation

1 : 200



Side Elevation

1 : 200



Dearne Valley Parkway Elevation

1 : 200

Condition 12(a) - Colour Palette

Full details of the external materials are provided in the schedule on the submitted elevation drawings, which includes both a description/specification and colour reference for each material. Particular manufacturers/products are not specified in order to allow flexibility in response to the uncertainties, shortages and delay in supply of particular materials being experienced across the construction sector at present. This flexibility is important to protect the delivery of this development against the delay or other complexity caused by material shortage.

5.0 Landscaping

The following paragraphs give an explanation of the wider landscape strategy for the area forming the first phase reserved matters submission.

The landscape proposals include retained and enhanced landscapes, large areas of woodland, scrub and meadow. These will be supplemented with mature tree planting and lengths of both informal native and formal clipped hedging. The proposals have been coordinated by Urban Wilderness but developed in tandem with a range of professional consultants including Ecologists, Arboriculturists and Drainage Engineers.

The following site-specific landscape aspirations that have been considered during the development of the proposals:

- The retention, enhancement and management of existing woodland, hedgerow, and neutral grassland habitats;
- The establishment of woodland planting to both assist in screening the development and provide enhanced linkages for wildlife;
- The establishment of well managed scrub areas to support a range of wildlife and managed to create a rich mosaic with varied age, species and structure;
- The creation of a sustainable drainage basin for the catchment of water run-off from proposed built form. The basin will be planted with a species mix selected to reflect the surrounding landscape character with suitable tolerances for fluctuating conditions;
- Mature trees will be planted across the site to provide focal features and assist in screening the development as well as providing greater structural diversity at year 0;
- The creation of seating areas adjacent to the SUDS pond to provide recreational amenity for employees and users of the commercial buildings;
- The enhancement of existing Public Rights of Way and footpaths; and
- The creation of additional pedestrian/cycle routes to increase connectivity across the site.

5.0 Landscaping

The landscape proposals are made up of several Landscape typologies briefly described below:

Retained Landscapes
Existing landscape features have been retained wherever practical. While the existing landform is being substantially remodelled, several existing features will be enhanced with additional planting and connected to the wider tree and hedgerow network.

Areas of woodland and grassland have been retained outside of the approved earthworks. These features already provide valuable habitat particularly those towards the western boundary. The retained woodland areas will assist in screening the proposals from year 0. Proposals will seek to maintain and enhance existing hedgerows, protect valuable ecological receptors, and restore retained grassland areas.

Woodland
Planted as whips and transplants within a 1m matrix, the proposed woodland mix includes native tree species including Acer campestre (Field Maple), Alnus glutinosa (Common Alder) and Betula pubescens (Downy Birch). These will be located towards the top of the newly created slopes on site to break down the visual massing of proposed built development. They will also help create an attractive landscape setting as well as screen the development through the creation of a fast-growing, dense wooded sections. Woodland areas will include scalloped edges and glades to increase woodland edge habitat whilst creating several wildlife corridors across the site.

Scrub
Well-managed scrub and its margins will support a range of wildlife. Diverse scrub is the most valuable to wildlife and includes scrub of varied age, species and structure as demonstrated in the Biodiversity Net Gain calculations. The Landscape and Ecological Management Plan (LEMP) will ensure the scrub maintains all stage of growth, from bare ground through young and mature growth to decaying wood. These areas will be designed and specified to ensure the establishment of a diverse mosaic of native scrub which forms the transition between woodland and the ground layer vegetation. Structural diversity within this typology will be incorporated through the inclusion of glades and rides and a varied age structure.
Mature Trees

The use of mature tree stock will provide instant impact in key areas of the soft landscape proposals. Mature trees will help provide valuable habitat and connectivity for a range of bat and bird species from an early stage, prior to other habitats establishing.

5.0 Landscaping

Hedgerow
New hedgerow both formal and informal will provide key structural features and are proposed to assist in defining space, enclosing landscape typologies and the creation of wildlife corridors. Hedgerow planting should include pollinator friendly species, increase habitat connectivity and improve long term site-wide biodiversity. Species choice for all informal hedgerow will be exclusively native to reflect local landscape character.

Wetland/Meadow
The attenuation basin area will experience changes in water level due to its role in the sustainable drainage systems on site. This will result in the basin filling during peak events and being dry during periods of drought. The meadow mixture will be varied to ensure that as some species decline others thrive, providing a diverse habitat during the growing season and enclosed space for occasional amenity for local users.

At the deepest sections of the attenuation basin there will be an area of permanent open water which will be partially planted as a reed bed.

Mown Grassland Strips
Mown strips flank pedestrian routes to increase openness and prevent overspill form the neighbouring scrub and woodland areas in between maintenance visits. The close-mown grass also creates the perception of a well-maintained landscape, where more naturalistic planting is stepped back from the main vehicular and pedestrian routes.

Soft Landscape Palette
The palette of tree and shrub species has been chosen based on local native typologies optimised for wildlife and developed between Urban Wilderness and Project Ecologists, FPCR. For detailed proposals please see drawing 334-UW-P-007.

The planting approach has three principal purposes: (i) to screen the buildings from nearby and more distant visual receptors (local residents, vehicle drivers and public footpath users); (ii) provide a biodiverse landscape which enhances the habitat value of the site (in accordance with the Biodiversity Net Gain calculations); and (iii) provides a high-quality and appropriate landscape setting to the development.

5.0 Landscaping

The design parameters for each purpose often differ, with the woodland screening needing to establish as fast as possible, while the woodland edge scrub needing to develop over time, for example. However, the landscape strategy seeks to marry these different requirements in a holistic and fully coordinated way, ensuring that this phase of development will be fully synchronised with later ones and that the evolving landscape will always feel actively managed and well-maintained.

Hard Landscape, Street Furniture & Signage

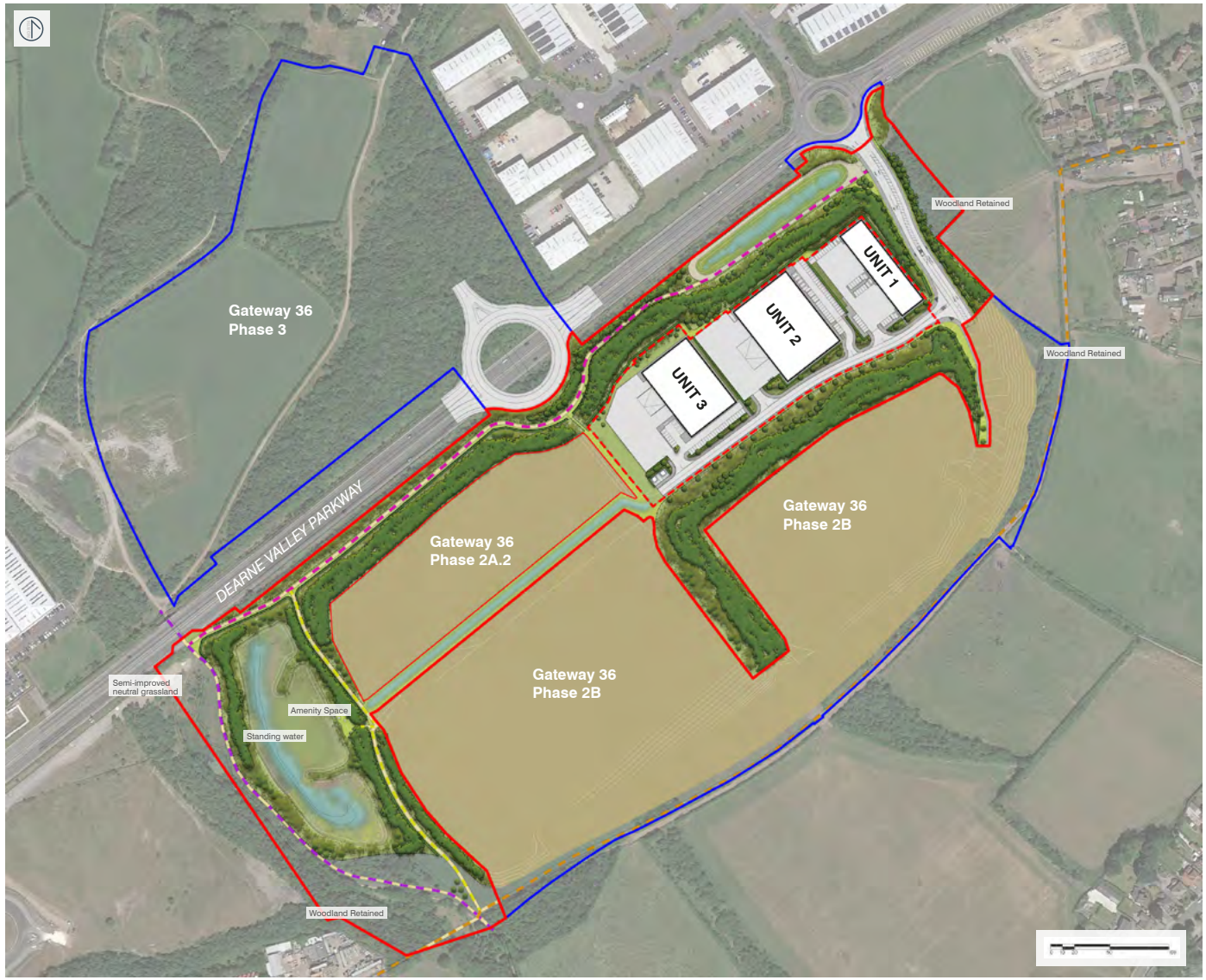
Commuting on foot and by cycle is being actively promoted as part of a green travel strategy. This is being facilitated by several 3m-wide pathways which connect the existing local footpath network to key locations within the site. These routes will be surfaced with locally sourced self-binding gravel/aggregate.

Site wide furniture will provide low-level navigation, relaxation and hygiene whilst being sympathetic to the site's rural context. There is an ambition not to clutter the landscape with wayfaring signage and other urbanising interventions. Woodscape benches and timber signage have been chosen to suit the semi-rural character of the site, taking a 'country park' approach to the layout and specification.

Access & Circulation

Proposals include the provision of high-quality, safe and convenient walking and cycling routes ensuring that there is good connectivity between the development and both the existing and proposed footpath networks. Within the site boundary, these are set within a greenspace network where users will travel along green corridors. Existing footpaths will be enhanced with new surfacing, fencing and gates as required, with proposed appearing legible with clear and well-maintained signage and compliant with access-for-all design principles (including 1:20 gradients for example).

5.0 Landscaping



NOTES

All dimensions to be verified on site. Do not scale this drawing. All discrepancies to be clarified with project Landscape Architect.

This drawing is the property of Urban Wilderness Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without written consent of Urban Wilderness Ltd.

KEY

- Phase 2A.1 Boundary
- Phase 2A.1 On Plot Design (by others - Vector DC)
- Land within Wider Application

SOFT LANDSCAPE TYPOLOGIES

- Proposed Woodland Mix
- Mature Tree Planting
- Proposed Scrub Mix
- Proposed Hedgerow
- Mown Grass
- Wetland
- Meadow

LANDSCAPE FEATURES

- Adopted Basin (Grass Covered)
- Swale (Temporary Drainage Feature)
- Public Footpath
- Public Bridleway
- Permissive Bridleway
- Permissive Footpath
- Area of Approved Earthworks

rev.	details	date
D	Unit 3 Relocated	19 Nov 21
C	Minor amend to key notes	1 Nov 21
B	Footpath key amended	26 Oct 21
A	Key notes amended	13 May 21
-	First Issue	10 May 21

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project
Gateway 36
(Reserved Matters)

drawing title
Landscape Masterplan
Phase 2A.1

drawing status
PLANNING

drawn by	checked by	date
SDJ	TBR	10 May 21

scale	paper size
1: 2000	A2

job/dwg no.	rev
334-UW-P-004	D

First Phase Reserved Matters Landscaping Plan

5.0 Landscaping

The following paragraphs give an explanation of the landscape proposals for the individual building plots, in the context of the wider strategy.

The proposed landscape scheme has been developed to create a pleasant setting which compliments the proposed Architecture and maximises the effective integration of the built form within the surrounding environment.

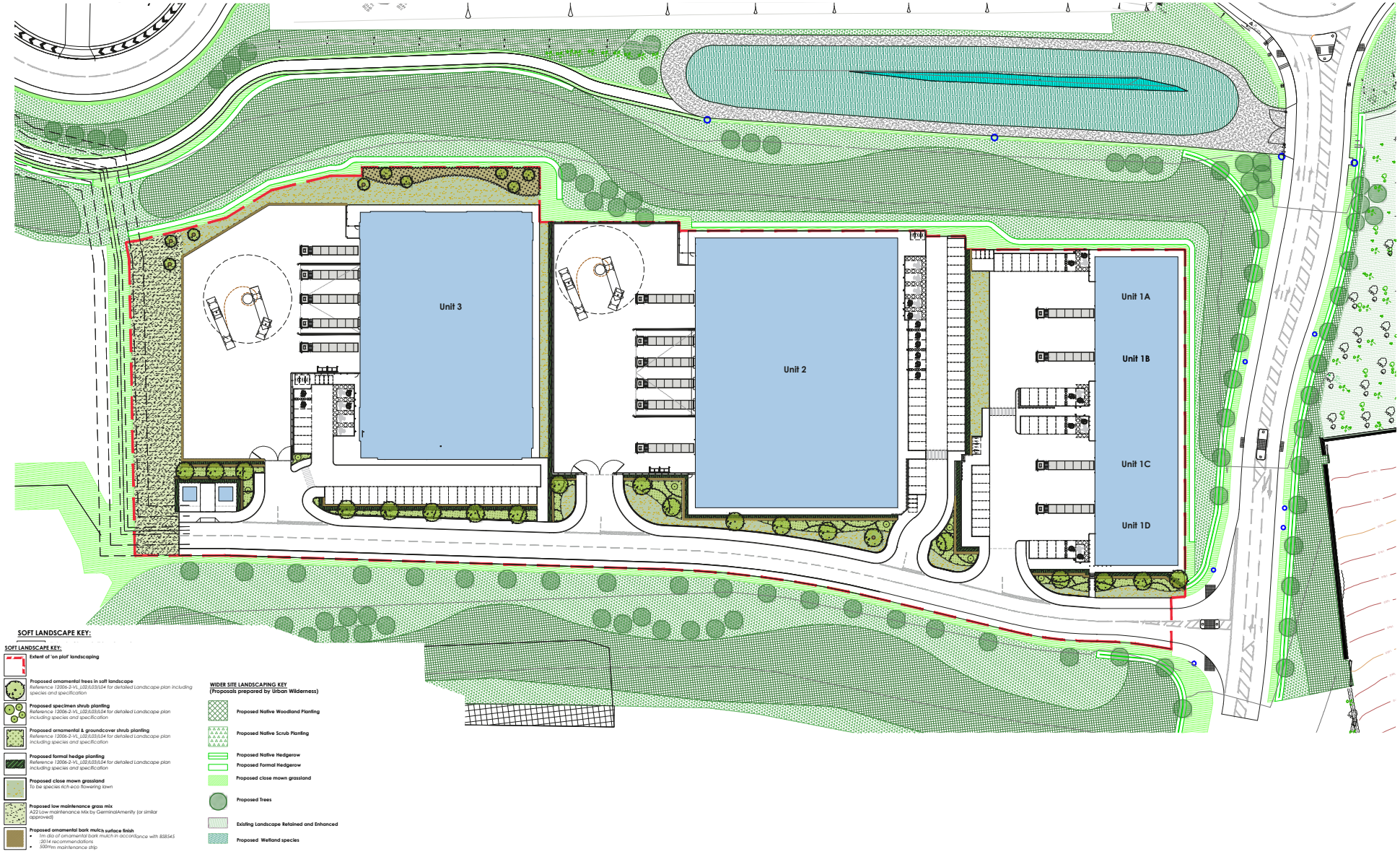
The proposed landscape consists of tree, specimen shrub, ornamental planting with formal hedge planting and species rich eco flowering lawn to integrate the development within its context and wider landscape setting.

The proposed landscape to the access road and on plot areas has been designed in consideration with the wider site landscape masterplan prepared by Urban Wilderness.
A structural tree planting avenue along the main access road introduces immediate structure to the landscape and defines the character of the access road by providing an element of height and repetition. Specific tree species have been selected to emphasise the character and will have a 2.2m minimum clear stem height to ensure sight lines are maintained.

Shrub and feature tree planting is proposed to define the entrance points to each plot. Furthermore, hedge planting is proposed to define plot boundaries and break up the areas of hard landscaping and service yards.
Species rich flowering lawn seeding to grassland areas will increase ecological value and enhance the sites biodiversity.

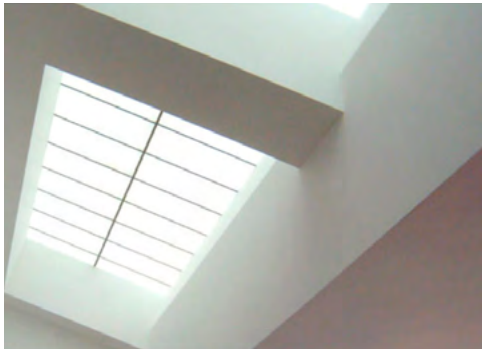
The general planting design rationale to the plot landscaping and access road is to be formal and ornamental in character with the simple palette of shrubs arranged in groups to give a striking effect which can be easily maintained. Proposed species have been selected based their suitability to the site, colour, form, and seasonal interest. During species selection, consideration has also been given to each species ability to complement the existing landscape character and promote biodiversity.

5.0 Landscaping



Landscaping Plan

6.0 Sustainability



Buildings already completed at Gateway 36 incorporated a number of green technologies, with the aim of reducing the impact of the development on its surroundings and the wider context. As such the new proposal shall also adopt said technologies to minimise the environmental impact of the development in accordance with ***Condition 32***.

BREEAM rewards performance above regulation which delivers environmental, comfort or health benefits. BREEAM awards points or 'Credits' and groups the environmental impacts as follows:

- Energy: operational energy and carbon dioxide (CO2)
- Management: management policy, commissioning, site management and procurement
- Health and Wellbeing: indoor and external issues (noise, light, air, quality etc)
- Transport: transport-related CO2 and location related factors
- Water consumption and efficiency
- Materials: embodied impacts of building materials, including lifecycle impacts like embodied carbon dioxide
- Waste: construction resource efficiency and operational waste management and minimization
- Pollution: external air and water pollution
- Land Use: type of site and building footprint
- Ecology: ecological value, conservation and enhancement of the site

The total number of points or credits gained in each section is multiplied by an environmental weighting factor which takes into account the relative importance of each section. Section scores are then added together to produce a single overall score.

Once the overall score for the building is known this is translated into a rating on a scale of:

Pass	★
Good	★★
Very Good	★★★
Excellent	★★★★
Outstanding	★★★★★

The proposed development seeks to achieve a BREEAM rating of Very Good.

6.0 Sustainability

BREEAM Pre-Assessment Summary

In working towards the target rating of Very Good, a pre-assesment has been undertaken by Hydrock to confirm appropriate measures have been employed to date and to identify target areas for incorporation into the scheme.

The following headings and figures highlight the extent to which the scheme is already achieving credits within the BREEAM matrix and an estimate of how much further the proposals can be taken to advance the target rating.

Total	Score 63.46% Possible 13.45
Management	Score 7.94% of 11% available, 2.44% Possible
Health & Wellbeing	Score 4.8% of 8% available, 0.8% Possible
Energy	Score 7.33% of 14% available, 2% Possible
Transport	Score 4.79% of 11.5% available, 2.88% Possible
Water	Score 5.44% of 7% available, 0.0% Possible
Materials	Score 11.25% of 17.5% available, 1.25% Possible
Waste	Score 4.67% of 7% available, 0.78% Possible
Land Use & Ecology	Score 9.23% of 15 % available, 2.31% Possible
Pollution	Score 6% of 9% available, 0.0% Possible
Innovation	Score 2% of 10% available, 1.0% Possible

Potential measures across the categories are wide ranging and go to the core of how the project is set up and the buildings are designed. Where a positive decision to pursue a BREEAM rating has been made early on in the project, design and procurement can be geared in such a way that all decisions relate back to the BREEAM assessment and work to ensure the target rating is achieved.

A sample of the measures employed include but is not limited to:

- Reductions in energy consumption
- Establishing management protocols through and beyond construction.
- Occupant benefits such as security and thermal comfort
- Energy Modelling
- Reducing waste during construction
- Planning for ecology
- Pollution management

The above figures demonstrate the Client and Design Team commitment to sustainability and recognition through the BREEAM scheme.

7.0 Access

The access to the site adheres to the existing outline consent shown by the approved masterplan and parameters plan, the access is also in accordance to ***Condition 18***.

Phase 2 of the development will be accessed via a new road running South from a new arm off the existing Shortwood roundabout. This access road will also provide future access to the Hoyland residential development to the south. This access road has been designed to accommodate 2 new bus stops to improve the public transport accessibility of the development site.

7.1 Vehicular

Each of the proposed plots will be accessed off a newly formed access road. All plots have been designed to have access points that serve both staff and visitors.

The new spine road has the following dimensions:

- 7.3m carriageway;
- 2.0m footway on the southern flank; and
- 3.0m shared footway/cycleway on the northern flank.

Each plot has access formed via a priority junction with the new spine road. Unit 2 has two access points.

7.2 Pedestrian

Plot 1 (Units 1A, 1B, 1C AND 1D) Drawing No. 12006-2 9(P) 112F

At entry to the development plot, 3.0m footway/cycleways follow the radii of the junction bell-mouth. There is also a 2.5m stepped access to the east of the junction providing access from the spine road.

Pedestrian access is provided via either the stepped access or level access around the radius of the junction.

To the west of the bell-mouth the 3.0m ped/cycle connection provides access to the rear of parking, connecting with the cycle parking area.

Beyond the cycle parking the 3.0m connection changes to a 2.0m footway connection. This then connects to a zebra crossing which provides direct connection to Units 1B and 1C.

Pedestrian access is provided to Unit 1D to the rear of the building, providing the most direct pedestrian access.

Plot 2 Drawing No. 12006-2 9(P) 113E

This plot has separate accesses for the car park and service area.

At the car park entry to the development plot 3.0m footway/cycleways follow the radii of the junction bell-mouth. At the eastern flank this reduces to 2.0m, this is because cycle access is shared with Plot 1. There is a crossing point provided within the car park which facilitates access to the pedestrian route to the front elevation of the building which leads to the main entrance.

At the point of the pedestrian crossing, cyclists will be expected to use the car park aisle to access the cycle parking adjacent to the main entrance.

Plot 3 Drawing No. 12006-2 9(P) 114F

This car park and service yard share the same priority junction from the spine road but this splits immediately as it routes from the spine road.

Pedestrian access is provided via a dedicated level connection to the main entrance at the eastern end of the plot via a route along the southern elevation of the building.

Pedestrian /cycle access can also be gained from the main access junction at which points pedestrians can use the crossing point before accessing the building. Cyclists accessing at this point would be expected to route along the car parking aisle.

7.3 Parking Provision

7.0 Access

Parking provision for the site has be calculated using the recommendations set out in BMBC Parking SPD Adopted November 2019.

For further details of the parking provision please refer to Mosodi's document ***'21095/MOS/TS'*** that was submitted in support of the outline planning application.

7.4 Accessibility

The proposed site plan shows accessible parking spaces are provided close to the main entrance of each unit and level access thresholds will be provided into the buildings. Primarily for accessibility but also related to BREEAM, each unit will have provision for accessible showers. The units will be designed to be in full accordance with Building Regulation Part M and the Equality Act 2010.

For further details regarding access outside of development plots discussed above, please refer to the Transport Assessment that was submitted in support of the outline planning application.

8.0 Conclusion

The proposed development will build on the success of the Gateway 36 in Barnsley and open up more development plots for further investment.

The site is easily accessible to all modes of transport and provides easy access within the site curtilage.

This statement has explored the existing site and explained how the development can be brought forward with a sympathetic design in the existing context of the Gateway 36 and The Hoyland Masterplan.

The proposal will respond well to the surrounding context and will protect the amenity of the existing residential properties nearby.

The scheme will provide additional job opportunities and have a positive impact on the character and vibrancy of the local area, providing a contemporary addition to the street scene environment which is also sensitive to the local context.

This document demonstrates the applicant and the wider consultancy team's approach to achieving a high quality development.

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