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Proposed Industrial Development GATEWAY 36 - PHASE 2 Reserved Matters - Plot 6 Development

ON BEHALF OF HARWORTH GROUP PLC

12006-6- RESERVED MATTERS; DESIGN AND ACCESS STATEMENT - DA01

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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 6.14 acres (2.48 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 102,193 sqm 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



Existing aerial photography

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. Due to the 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 were 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 Deane Valley Parkway

4.0 Design



4.1 Use

The proposed reserved matters application is for the creation of 2,857.6 sqm (30,759 sqft) for industrial or storage/distribution floor space (Class B2/B8 with ancillary office space) in accordance with Condition 21 of the outline planning consent. The scheme has been designed to support a 'last mile' parcel and postal distribution function, classified under Use Class B8.

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 and 2 development which has already been approved and constructed.

4.2 Amount

This reserved matters application is for 2,857.6 sqm (30,759 sqft) Gross Internal Area.

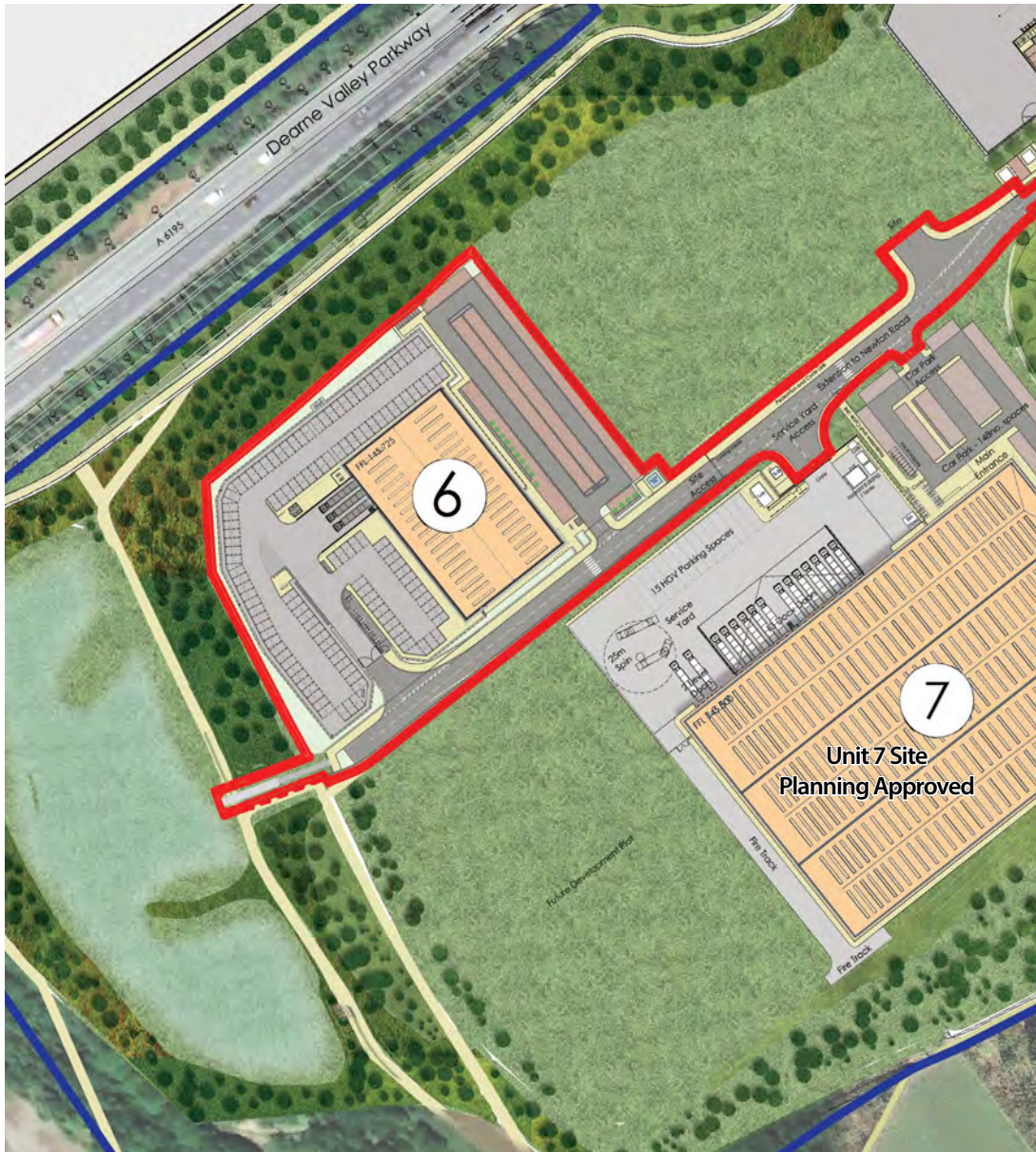
The building will feature office space and amenities designed for the occupants of the development.

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

"The development hereby approved shall not exceed a maximum of 102,193 sqm of employment use floor space (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."

See Planning Statement for calculations of floor space delivered cumulatively across the phases of development

4.0 Design



4.3 Layout

The proposed layout aligns with the existing outline approval, with additional details now submitted through the reserved matters application.

The development will be accessed from Dearne Valley Parkway via Newton Road (which was constructed in a previous phase of work) and newly constructed extension to Newton Road.

The layout has been purposefully configured to meet the operational needs of 'last mile' parcel and postal distribution activities.

The development features a dedicated car park and service yard, purposefully designed to support operational efficiency by enabling safe manoeuvring of HGV deliveries and providing parking and loading capacity for 127 delivery vans.

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 which include the provision of 80no. electric van charging point spaces in the service yard, 14no. electric vehicle charging points and 26no. 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 to provide an enhanced streetscape on approach and within the new development.



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

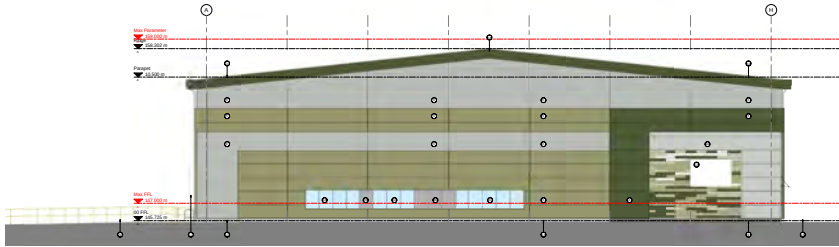
4.0 Design



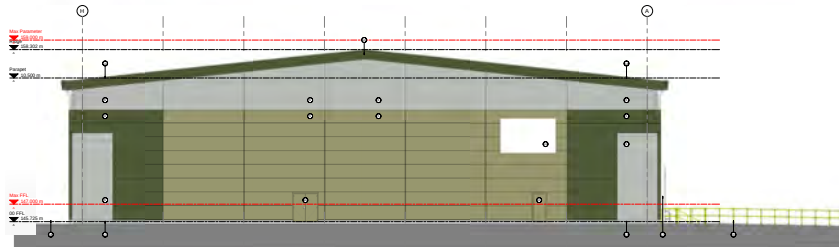
Aerial CGI of Phase 2 - In response to **Condition 25(c)** - **3D Aerial View**

4.0 Design

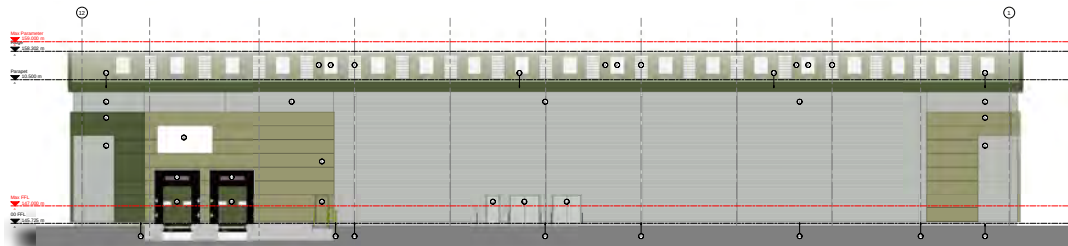
Unit 6 Elevations



Car Park Elevation



Dearne Valley Parkway Elevation



Service Yard Elevation



Car Park Elevation

4.4 Scale

The form and scale of the development has been primarily shaped by current market demand for units exceeding 30,000sqft, alongside the operational needs of potential occupiers focused on 'last mile' parcel and postal distribution.

The proposed building has a finished floor level of 145.725m AOD and a ridge height of 158.302m AOD, resulting in an overall building height of 12.577m. This building height sits within the maximum building height of 159.00m AOD set out in the approved parameter plan.

Condition 12(a) - Colour Palette



4.5 Appearance

A strong, high quality aesthetic has been established in the existing Phase 2A units, which has set a precedent for the design of the proposed Unit 6. The 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 on 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 feature corners don't include glazing due to the security requirements of the building and to minimise unlawful access.

To break up the main elevations, composite cladding panels have been introduced in two different shades, matching at least one 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 used in areas that are out of public view.

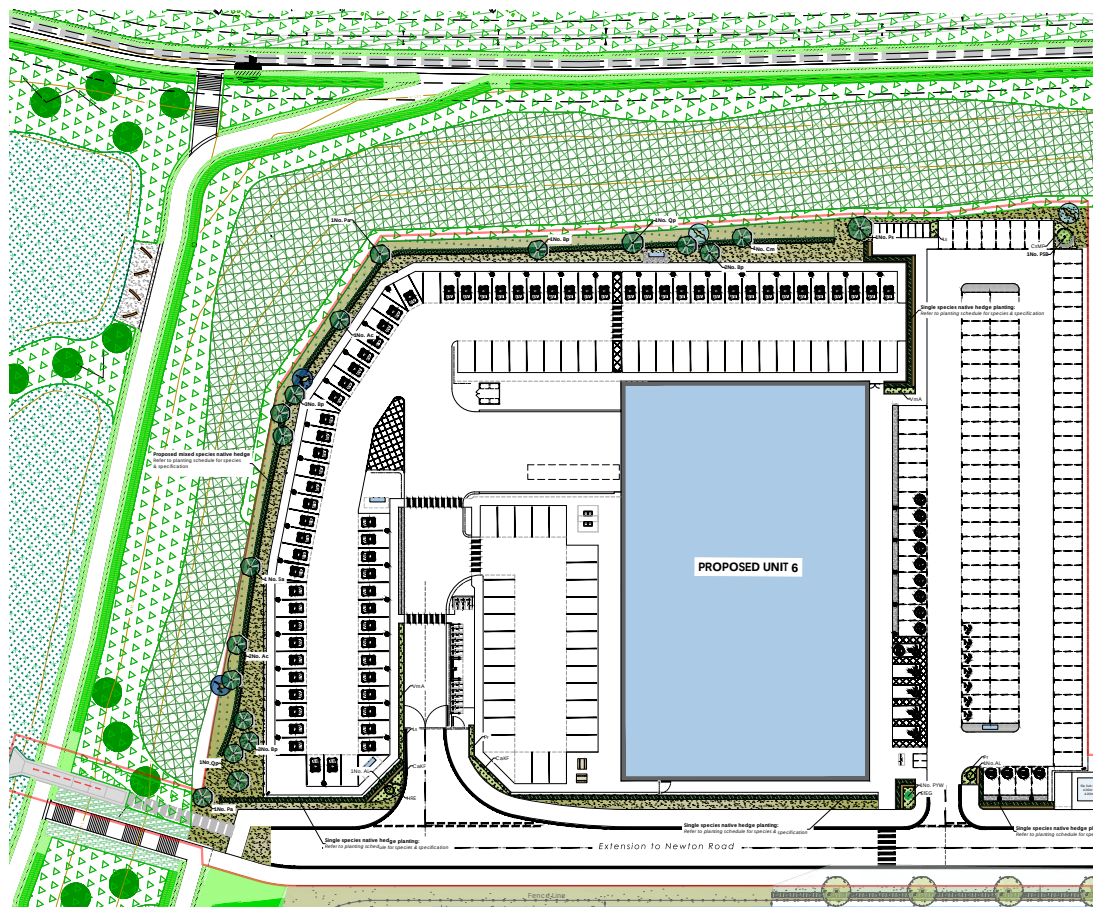
Throughout the rest of the building where there is a lack of public interaction a simple horizontally sinusoidal cladding has been proposed.

5.0 CGI Images

Elevated CGI view looking west across the site



6.0 Landscaping Design



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

The landscape design includes tree planting, specimen shrubs, and ornamental planting; single-species native hedging along plot frontages; and mixed-species native hedging to the site periphery. In addition, shade-tolerant wildflower margins and species-rich flowering lawns are proposed around the car park and access road. The overarching aim of the landscape strategy is to integrate the development harmoniously within the wider landscape setting.

The landscape proposals for the access road and on-plot areas have been designed in close consideration of the wider site landscape masterplan, prepared by Urban Wilderness Landscape Architects.

Tree planting is concentrated along the northern and eastern perimeters of the site to enhance biodiversity and visually tie the scheme into the wider Gateway development. Predominantly native tree species have been selected to reflect the broader character of the site and to provide vertical structure around the building and car park edges.

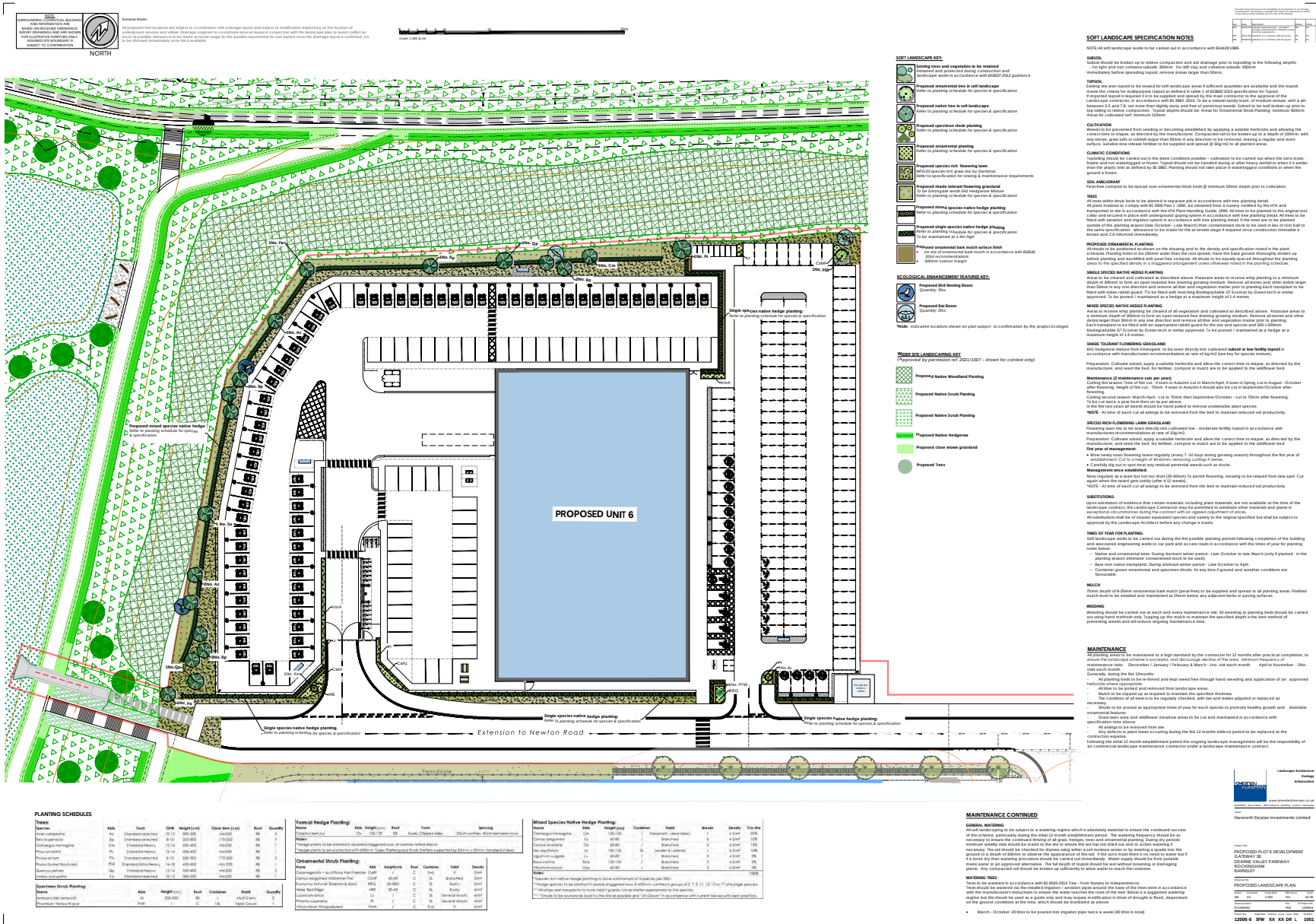
Ornamental planting with feature specimens is proposed at vehicular and pedestrian access points to each entrance, creating an attractive and welcoming approach for all users. The planting design in these areas is intended to be formal and ornamental in character, using a simple, cohesive palette of shrubs arranged in grouped formations to provide visual interest while remaining low-maintenance. Species have been selected for their suitability to site conditions, as well as for their colour, form, and seasonal appeal.

Formal native hedge planting is proposed along the Newton Road frontage, helping to define the boundary between the plot and the public realm in a manner consistent with the previous phases of development. This treatment also serves to soften views of the car parks and building when seen from the road.

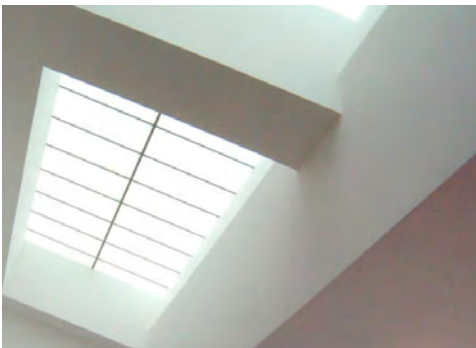
Alongside the hedge, species-rich flowering lawn seeding is proposed to provide further ecological value, while reflecting the soft landscaping treatment used on the opposite side of Newton Road.

Shade-tolerant wildflower margins are proposed along the northern and western boundaries of the site. These areas will contribute to the biodiversity of the site and offer a low-maintenance, ecologically valuable habitat along its periphery.

6.0 Landscaping Design



7.0 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 life cycle 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 intends to meet or exceed the BREEAM Very Good standard.

7.0 Sustainability

BREEAM Pre-Assessment Summary

In working towards the target rating of Very Good, a pre-assessment has been undertaken by Orbis to confirm appropriate measures into the design and management of the development to achieve credits. The threshold for the targeted Very Good rating is 55%, therefore ideally the target credits should be at least 60% to allow a buffer for potential loss of any credits in the future. The target score is 72.63% which is safely above the target credits including a buffer for a Very Good rating, with the scheme aiming to achieve an Excellent rating which requires a score above 70%.

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 holistic sustainability measures proposed to be incorporated includes, but is not limited to:

- Ensure considerate management of the construction site during construction
- Undertake embodied carbon calculations to investigate potential for reducing environmental impact of the construction materials
- Incorporation of low and zero carbon technologies to reduce energy consumption
- Incorporate security recommendations
- Implementing & promoting sustainable transport measures into the design such as EVCP, car sharing and cycle spaces
- Water leak detection system to identify any potential water losses between the utility meter and the building
- Planning for ecology and biodiversity
- Flood & surface water management

This demonstrates the client and design teams commitment to sustainability and recognition through an internationally recognised holistic sustainability metric. The intent is to meet or exceed the BREEAM Very Good standard.

8.0 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**.

Plot 6 of the development will be accessed via an extension to the existing Newton Road. This access road is also designed to accommodate future connectivity to two additional development plots—Plot 5 to the north and Plot 7 to the south.

8.1 Vehicular

The development site will be accessed directly via the extension to Newton Road, with dedicated access points for car parking, cycle facilities, and service vehicles.

8.2 Pedestrian

Pedestrian and cycle access to the proposed development will be provided via a dedicated 3.0m-wide footway/cycleway, ensuring full segregation from vehicular traffic. This route connects seamlessly to a separate footpath and cycleway located on the northern side of Newton Road, enhancing connectivity and accessibility.

Within the site a 2.0m clear route located behind the parking bays offers direct pedestrian access to the building entrance.

8.3 Parking Provision

The parking provision responds to the number of staff required to operate the facility. Van parking is sufficient to accommodate the van fleet including substantial EV charging provision. The access allows HGV access to the building, and safe pedestrian movements from the building to vans for loading and departure. The operational and security requirements dictate that the building is located centrally between the yard and car park.

For further details of the parking provision please refer to Mosodi's transport assessment that was submitted in support of the outline planning application.

8.4 Accessibility

The proposed site plan includes accessible parking spaces located near the main entrance of the unit, with level access thresholds provided to ensure ease of entry. To further support accessibility, the unit will incorporate accessible shower facilities. The unit will be designed in full compliance with Building Regulation Part M and the Equality Act 2010.

9.0 Conclusion

This statement has assessed the existing site conditions and outlines how the proposed development can be sensitively delivered in alignment with the established context of the existing Gateway 36 outline planning approval and the Barnsley Council's Hoyland Masterplan.

The proposal has been carefully designed to respond positively to its surroundings, safeguarding the amenity of nearby residential properties while generating new employment opportunities and offering a contemporary addition to the street scene that remains respectful of its setting.

This document reflects the commitment of Harworth Group PLC and the wider consultancy team to deliver a high-quality development that meets the functional requirements of prospective tenants or occupiers, while aligning with the contextual aspirations of Barnsley Council.

