THE HARRIS PARTNERSHIP

Wakefield
Manchester
Milton Keynes
Reading
London
Edinburgh

Proposed Industrial Development

GATEWAY 36 - PHASE 2
Reserved Matters - Plot 7 Development

ON BEHALF OF HARWORTH GROUP PLC

12006-5- RESERVED MATTERS; DESIGN AND ACCESS STATEMENT - DA01H

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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 17.39 acres (7.04 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;

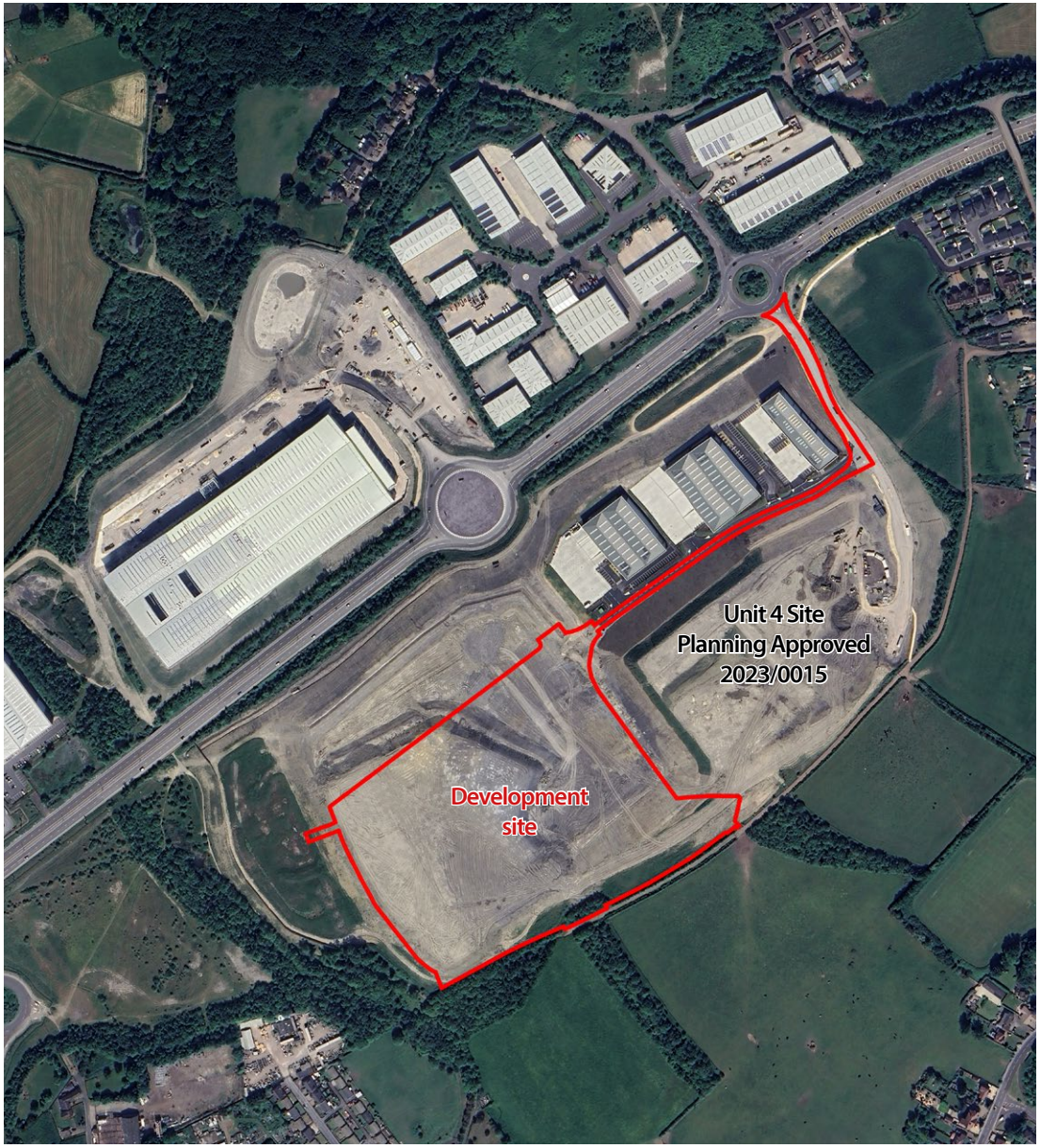
A - Layout of the proposed development

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 102,193sqm 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. 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 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

4.0 Design

4.1 Use

The proposed reserved matters application is for the creation of 23,969.0 sqm (258,000 sqft) for industrial/warehouse floor space (Class B2/B8 with ancillary office space) in accordance with Condition 21 of the 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 and 2 development which has already been approved and constructed.

4.2 Amount

This reserved matters application is for 14,400 sqm (155,000 sqft) Gross Internal Area.

Building schedule of accommodation is as follows;

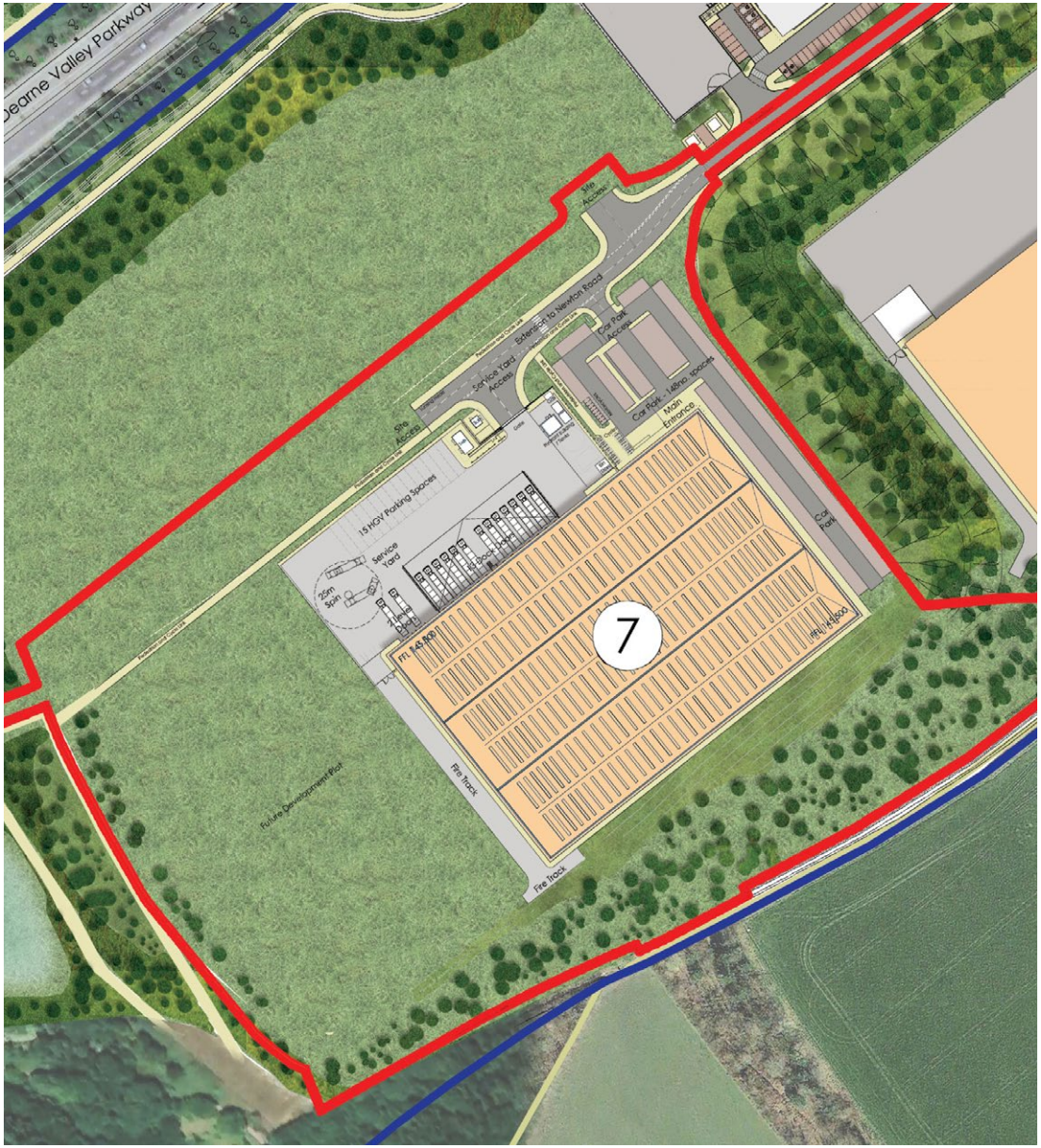
Ground floor	13,471.0 sqm	(145000 sqft)
Ground Floor Offices	464.5 sqm	(5,000 sqft)
First Floor Offices	464.5 sqm	(5,000 sqft)

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 is in accordance to the existing outline approval with further details now brought forward with Reserved Matters.

The development will be accessed from Dearne Valley Parkway via Newton road (which was constructed in a previous phase of work) .The newly constructed arm of Newton road will form a future access to the adjacent part of the Hoyland North Masterplan framework.

Although specific occupiers are not known at present, notwithstanding a number of interested occupier. The layout has been designed to accommodate for operational requirements of the typical occupier of units of this type. The development has a dedicated car park ,service yard and have been designed to have a service yard depth of 50m which is an institutional standard, enabling a full HGV spin and safely manoeuvre through the yard to the service doors within the service yard.

Although the unit 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 which include the provision of 16 no. Electric Vehicle Charging Point spaces and 36no. 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.

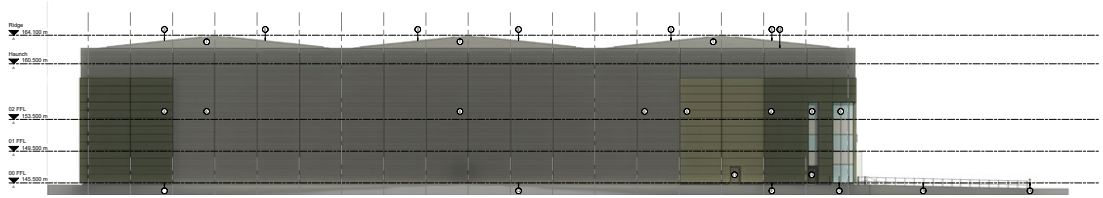
4.0 Design

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

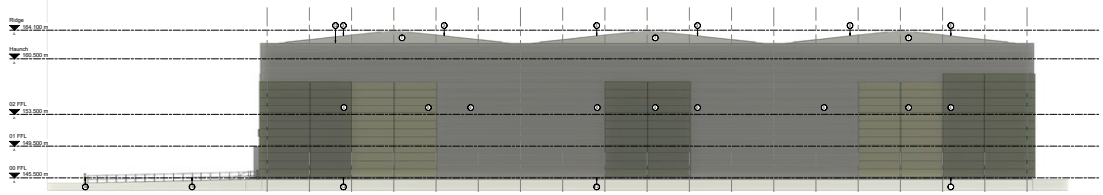
4.0 Design

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

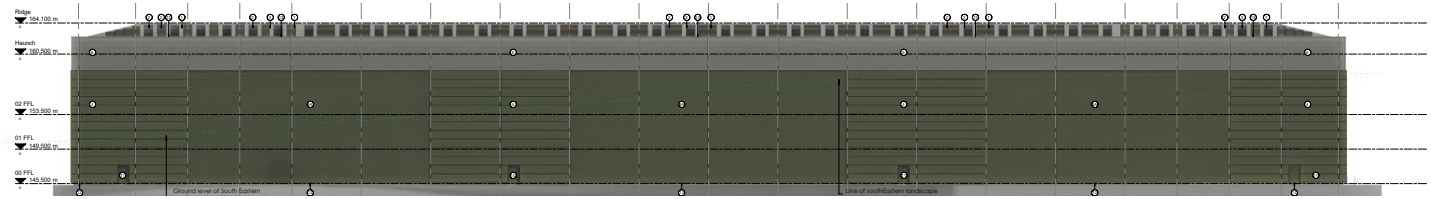
Unit 7 Elevations



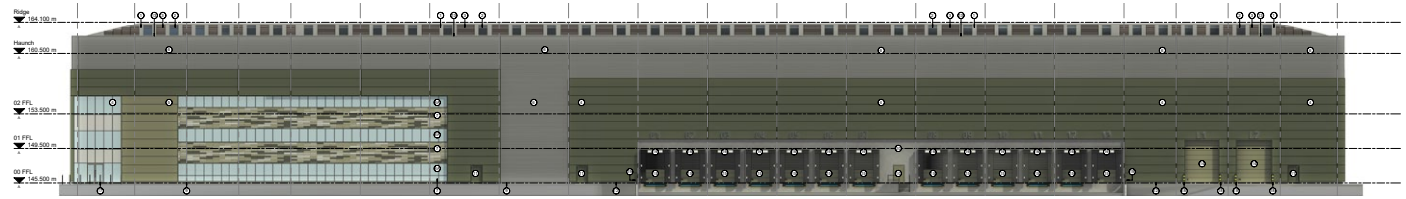
Car park elevation



Landscape embankment elevation



Service yard elevation



Landscape bund elevation

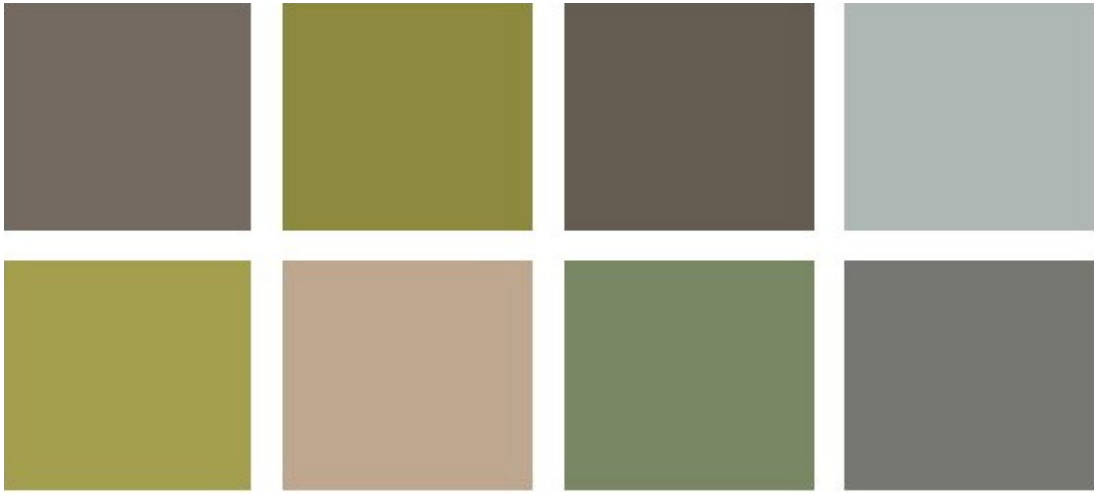
4.4 Scale

The form and scale of the development has been predominantly driven by a combination of the current market requirements for a unit of over 155,000 sqft and the specifications of interested parties who are may be looking to occupying the building.

The proposed building has a finish floor level of 145.5m AOD with a ridge height of 164.100 AOD giving an overall building height of 18.6m.

While this is outside of the approved parameter plan, the submitted Landscape and Visual Impact Assessment describes how this additional height has little impact and has been mitigated against using structured tree planting and screening bund to the South West.

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 7. 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."*

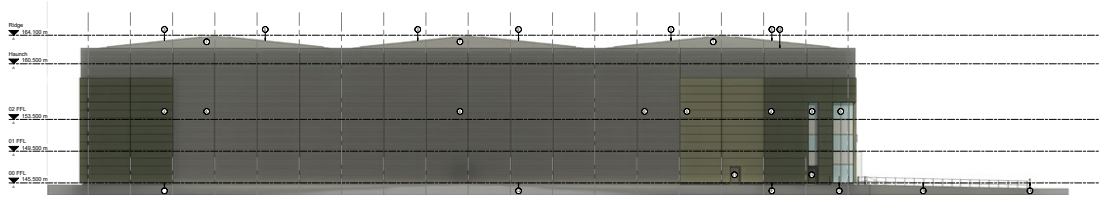
The proposals provide a clear visual indicator of where the main user entrance and the offices are via the use of high-quality aluminium cassette cladding. These cassettes have been proposed in various shades of green and will provide a prominence and hierarchy on the building's elevation.

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.

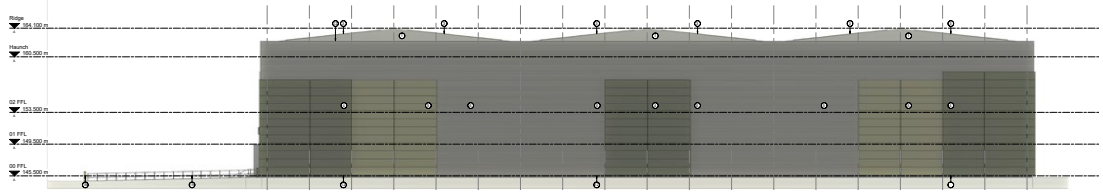
To break up the main elevations, composite cladding panel has been introduced in two different shades, matching at least of the varying colours of the cassette cladding. This creates a level of continuity between the two materials and enables the materials to transition from areas that are in public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

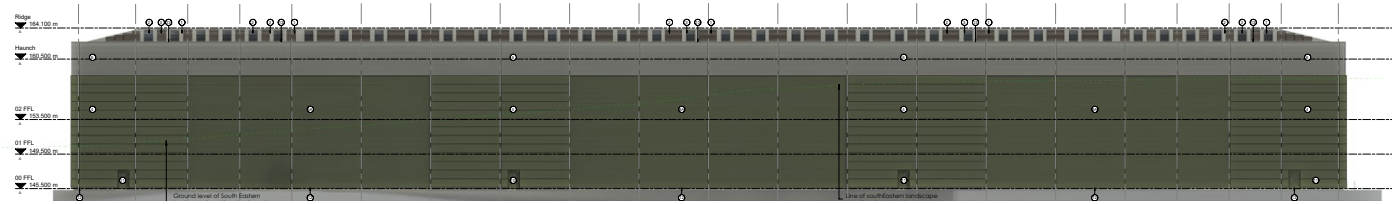
4.0 Design



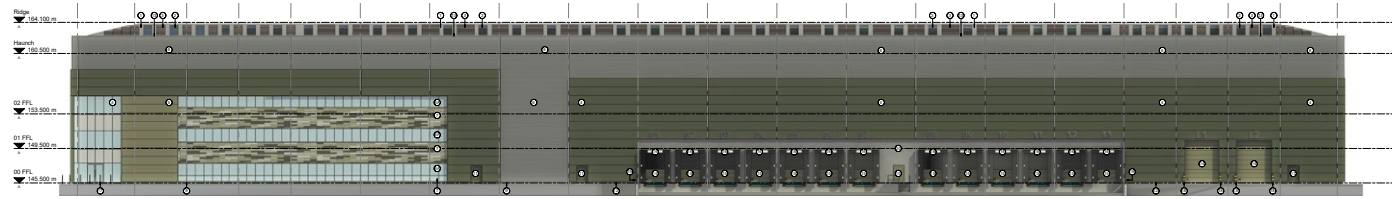
Car park elevation



Landscape embankment elevation



Service yard elevation



Landscape bund elevation

4.6 Facade articulation

Unit 7 has been design to follow the same elevational palette as Units 1, 2, and 3, which were previously approved and constructed, as well as the currently approved Unit 4.

The design incorporates a high-level band of profiled cladding to minimize the perceived height of the building, complemented by sections of flat cladding that break up the visual mass of the larger units. Additionally, glazing at the prominent corners introduces areas of activity, enhancing the overall architectural character.

The four elevations below illustrate the initial proposals for Unit 7, which largely maintain the design style established in the approved Unit 4.

Following discussions with the design team and analysis of the initial LVIA images, several changes were made to enhance the integration of the development into its surrounding context. These included:

Landscape embankment elevation

The central section of dark green cladding has been expanded by adding two additional sections, with the new areas featuring a profiled cladding texture to enhance visual depth and variation.

Landscaped bund elevation

Again the quantity of dark green cladding has been increase using both flat and profiled cladding to vary the texture. The dark green was focused to the right of the elevation to reflect the location of the proposed screening bund located on the site boundary.

5.0 CGI Images

Elevated CGI view looking west across the site

6.0 Landscaping Design

The landscape proposals seek to include both retained and enhanced landscape features, large areas of woodland, native scrub and wildflower meadow. These will be supplemented with mature tree planting and lengths of both informal native and formal clipped hedging. The proposals have been produced by Urban Wilderness but fully coordinated with the client design team, including planning consultant, architect, ecologist, arboriculturist and drainage engineer.

The following site-specific landscape interventions have been incorporated during the development of the proposals:

- Existing woodland, hedgerows and neutral grassland habitats have been retained wherever possible, with enhanced management objectives incorporated to maximise biodiversity net gain;
- Establishment of woodland planting to provide screening of the development, compensate for historic tree losses and provide enhanced linkages for wildlife;
- Establishment of well-managed scrub areas to support a range of wildlife, creating a rich mosaic with varied age, species and structure. This will help provide a diverse range of habitat types over a 30-year period;
- Semi-mature trees will be planted across the site, extending existing avenue tree planting to provide some instant landscape structure, develop focal features and install partial screening of the development from the outset;
- Inclusion of footpath connections to existing permissive site-wide path network and wider Public Rights of Way network beyond;
- Creation of 13m-high landform along the southern boundary of the Unit 7 plot assists in screening the Unit 7 development, re-using existing surcharge material and reducing off site disposal; and
- Creation of a swale to capture surface water run-off from the new landform above; to be planted with a wet meadow species mix selected to tolerate different levels of inundation.

6.0 Landscaping Design

The development proposals comprise several landscape typologies briefly described below:

Retained Landscapes
Whilst the former colliery site's landform has being substantially re-modelled, existing landscape features have been retained wherever possible. Perimeter hedging and mature woodland from the previous landscape restoration will be retained in the south of the site, retaining wildlife habitat, soil biome and woodland screening. This will serve to anchor the new woodland and scrub planting areas and provide some layering of vegetation.

Proposed Woodland
Planted as whips and transplants within a 1m matrix, the proposed woodland planting
The landscape proposals are made up of several Landscape typologies briefly described below:includes native tree species such as Acer campestre (Field maple), Alnus glutinosa (Common alder) and Betula pubescens (Downy birch). This new woodland will be located towards the top of the slopes below the development plateau to help break-up the massing and partially screen the proposed built development. Over approximately 30-years, the planting will mature to provide effective screening of the building from viewpoints south of the development. Whilst not native to the immediate area, the selective use of Pinus sylvestris (Scots pine) will help provide year-round evergreen screening and structure.
The new area of woodland will reflect the willow/oak climax woodland character of the wider landscape. The layout of the wooded slopes will include scalloped edges and glades to increase woodland edge habitat and provide wildlife corridors throughout the site.

Semi-mature Trees
The use of semi-mature tree stock will provide instant impact, helping to create landscape structure and legibility within the site. The 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.

Native Scrub
Well-managed scrub and its margins will support a range of wildlife. Diverse scrub is the most valuable of wildlife habitats and will include scrub of varied age, species and structure in tune with the Biodiversity Net Gain calculations. The maintenance measures identified within the Landscape and Ecological Management Plan (LEMP) will ensure the scrub areas reflect all stages of growth, from bare ground through young and mature growth to decaying wood. These areas will produce a diverse mosaic of native scrub which forms the transition between woodland and the surface layer vegetation. Structural diversity within this typology will be incorporated through the inclusion of glades and rides and a varied age structure, with unplanted berms providing ease of access for ongoing maintenance and management.

6.0 Landscaping Design

Hedgerow
Formal and informal hedgerows will provide key structural features and are proposed to assist in defining space, enclosing landscape typologies and the creation of wildlife corridors.

Hedgerow planting will 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, whilst the formal hedgerow will include non-native evergreen species for year-round screening and variety of flowering times.

Wet Meadow
The swale area will be subject to changes in water level due to its role in the sustainable drainage systems on site. This will result in the swale filling during peak events and being dry during periods of drought. The wet meadow mixture will be varied to ensure tolerate seasonal differences in rainfall, providing additional habitat diversity.

Mown Grass Strips
Mown strips flank pedestrian routes to increase openness, provide a formal edge to less-intensively managed areas and allow space for growth during the bird nesting season and in between other maintenance visits. Close-mown grass will transition to hedging and provide clear lines of visibility at vehicular and pedestrian entrances.

6.0 Landscaping Design

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 ecologists at FPCR. Several pioneer species have been chosen on account of their versatility and ability to establish and thrive on low-fertility soils. This ensures that the planting does not rely on regular N-P-K fertiliser applications and adapts quickly to the sometimes harsh growing environment.

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. provide a robust, high-quality landscape setting to the development.

The design requirements for each purpose sometimes conflict. For example, the woodland areas need to establish quickly to screen the development and mitigate anticipated visual impact, whilst the woodland edge scrub needs to develop more slowly, produce thickets and achieve lower heights overall. However, the different typologies meet both the landscape and ecological requirements, providing a neat balance between visual impact mitigation, creation of an appropriate landscape character and biodiversity. Long term maintenance will ensure that the strategy continues to deliver on these metrics until the landscape fully matures over a 30-year period. Woodland will be thinned at years 3, 5 and 10, whilst selective control of invasive species within areas of native scrub will help maintain openness and habitat diversity.

6.0 Landscaping Design

The following paragraphs give an explanation of the landscape proposals for the individual building plot, 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 development masterplan and landscape character.

The proposed landscape consists of tree, shrub and mixed species native hedge planting with areas of species rich wildflower grassland to integrate the development within its context and wider landscape setting.

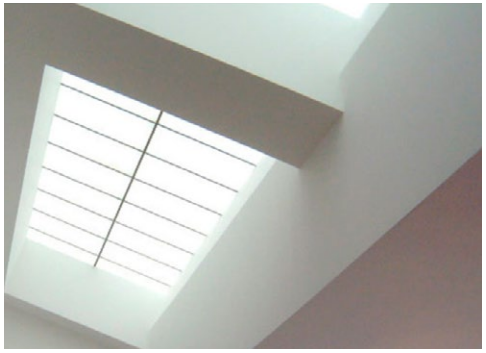
The proposed landscaping to the access road, service yard and car park areas have been designed in consideration with the wider site landscape masterplan prepared by Urban Wilderness.

Tree planting has been used to define the access road approach and introduce immediate structure to the landscape by providing an element of height and structure. Specific tree species have been selected to emphasise the character and will have a 2.2m minimum clear stem height to ensure visibility and sight lines are maintained. Furthermore, formal hedge planting is proposed to define the car park areas and reinforce the site layout.

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.

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 seeks to achieve a BREEAM rating of Very Good or better .

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 78.28% 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
- Incorporation of low and zero carbon technologies to reduce energy consumption
- Incorporate security benefits
- Implementing & promoting sustainable transport measures into the design such as EVCP and cycle spaces
- Reduction of water consumption within the building via the integration of low flow sanitaryware fittings
- Design of the building to prioritise occupant comfort in the offices through the consideration of natural daylight, thermal comfort and acoustic levels
- Planning for ecology and biodiversity
- Flood & surface water management

This demonstrates the Client and Design Team commitment to sustainability and recognition through an internationally recognised holistic sustainability metric to achieve BREEAM Very Good, with an aspiration to achieve Excellent.

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 7 of the development will be accessed via an 160m extension to the existing Newton Road. This access road will also provide future access to an addition a development plot to the north of Plot 7 .

8.1 Vehicular

The development site will be accessed directly from the new extension with separate access for Car parking , Cycle and Service Vehicles.

8.2 Pedestrian

Pedestrian and cycle access to the proposed development will be via a dedicated 3.0m footway/cycleways which is located between the car park and service yard, giving complete segregation .

Pedestrian connection to the building entrance is via a provided by a 2m clear route to the rear of the parking bays .

8.3 Parking Provision

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

8.4 Accessibility

The proposed site plan shows accessible parking spaces are provided close to the main entrance of the 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

9.0 Conclusion

The proposed development will build on the success of the Gateway 36 in Barnsley and further investment to the region.

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.


THE
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