



Wakefield
Manchester
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Reading
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Proposed Industrial Development
GATEWAY 36 - PHASE 2 /3

ON BEHALF OF HARWORTH GROUP

12006-1- DESIGN AND ACCESS STATEMENT - DA01A

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Contents

Contents

- 1.0 Introduction
- 2.0 Physical Context
 - Location
 - Planning History
 - Topography & Land Use
 - Surrounding uses
- 3.0 Site Images
- 4.0 Design
 - Use
 - Amount
 - Layout
 - Scale
 - Appearance
- 5.0 Landscaping
 - Tree Planting
 - Planting Design
 - Maintenance
 - Movement
- 6.0 Access
 - Vehicular
 - Pedestrian
 - Disabled
- 7.0 Sustainability
- 8.0 Conclusion

1.0 Introduction

This Design and Access Statement has been prepared by The Harris Partnership Ltd on behalf of Harworth Group in support of an outline planning application with all matters reserved except access, on land adjacent to Dearne Valley Parkway in , Barnsley.

The site is located, close to Junction 36 of the M1 Motorway.

The planning application site covers an area of 95.10 acres (38.49 hectares) including works to the existing Shortwood Roundabout and the addition of a new roundabout on the Dearne Valley Parkway.

Planning Permission is sought for the following:

1. Detailed permission for earthworks and creation of access points (including new roundabout to access site ES15).
2. Outline permission for up to 1.1 million square foot (102,193sqm) of employment land (use class B1/B2 and B8) with associated internal access roads, landscaping and drainage at sites ES15 and ES17 (land north and south of the Dearne Valley Parkway).

The purpose of this statement is to describe the site and surroundings, relevant design policy and guidance, and the concepts and principles behind the proposed development of the site.

The proposal is based on a thorough assessment of the site's immediate and wider context, undertaken through desk-based research, site visits, observations and consultations.

2.0 Physical Context



Location

The application site is located 6 miles to the South of Barnsley Town Centre. The centre of Rotherham is approximately 9.3 miles to the South-East. Barnsley Roundabout (Junction 36, M1) is located approximately 1km to the South-West of the site.

The Development site is separated in to two parcels of land, the larger area is located South of the Dearne Valley Link Road and is named Gateway 36 Phase 2 and is included within the Hoyland North Masterplan framework.

The second area which is a smaller size is located North of the Dearne Valley link Road which is called Gateway 36 Phase 3 which sits outside of the Hoyland North Masterplan framework.

The development site is bounded to the North by Shortwood Business Park, an existing industrial development. To the South west lies Gateway 36 Phase1 Development and development plot ES14 of the Hoyland North Masterplan framework .

Land to the south of the development site is currently agricultural land but is to be developed as part of the Hoyland North Masterplan framework.

Planning History

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

2.0 Physical Context



Topography & Land Use

The development site falls substantially from the South East to the North West by approximately 50 metres. This Level change is split between the two phases with Phase 2 falling from 166.87 AOD to approximately 136.00 AOD a level change of approximately 30 metres. Phase 3 then falls from approximately 135.00 AOD to 116.87 AOD which is a level change of around 18 metres.

The Dearne valley parkway also falls from North East to South West by approximately 5 metres.

This topography is predominantly man made due to the area being extensively surfaced mined between 1991 and 1995, and 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.

Constraints

Due the area being heavily mined though the 19th century with both collieries and surface mining, these processes have left a number of constraints on the development site including a highwall which runs North South through the development site and a large number of coal seams which cross the site.

Please see the Appraisal of Ground Conditions and Coal Mining Review submitted with this planning application and the Geo-environmental Site Assessment for full details of the existing underground site conditions.

3.0 Site Images



Aerial photograph looking East over Junction 36 of the M1

3.0 Site Images



Street View looking East at Phase 2 Land



Street View looking North at Phase 3 Land

3.0 Site Images



Street View looking East at Phase 2 Land



Street View looking West at Phase 2 Land

3.0 Site Images



Street View looking South at the development land from Hay Green Lane

4.0 Design



Use

This proposed outline submission is for the creation of up to 102,193.4 sq m of business and industrial floorspace (Class B1, B2 and B8, with ancillary B1(a) offices). All matters are reserved for future submissions and so this application seeks to establish the principle of development on the site.

The proposed units represent the next phase of the Gateway 36 Development and as such, the development will seek to provide accommodation that is similar to the accommodation on Gateway 36 Phase 1 development already constructed.

4.0 Design



Amount

This application seeks approval for a 102,193.4 sq m Gross Internal Space across both phases.

It is anticipated that the proposed units will typically have a 10% first floor office accommodation.

4.0 Design



Layout

Whilst matters of layout are not fixed by this application, we have nevertheless produced an indicative masterplan showing how the development can be successfully accommodated on the site.

The indicative masterplan shows the ratio of car parking to building area is approximately 2 per thousand square feet which meets with the typical requirements for buildings of this type. The service yard areas have been designed in order for a HGV to be able to turn within a 25m turning circle. This is accommodated within the service yards between the access road and the service bays.

The precise occupancy levels are not currently known at this stage, however the individual plot schemes will address the needs of the occupants in terms of access, parking facilities, service vehicle requirements and staff amenities.

The car parking areas that are outlined on the indicative masterplan drawing show spaces laid out adjacent to the front elevations allowing safe access towards the main entrance doors for all occupiers and visitors by avoiding the need to navigate through the service yards.

The buildings have been positioned on the plots to allow a more efficient layout. This keeps pedestrian and heavy goods traffic safely segregated. The external space (this being the service yards and car parks) is clearly visible from the new access roads. This provides natural surveillance across the entirety of the proposed sites and in turn will assist in making the development safer in terms of deterring crime.

Detail design of the development will comply with the Equality Act 2010 through the use of inclusive level access, accessible parking bays and easily navigated roads and site access routes.

4.0 Design



Layout - Street Frontage

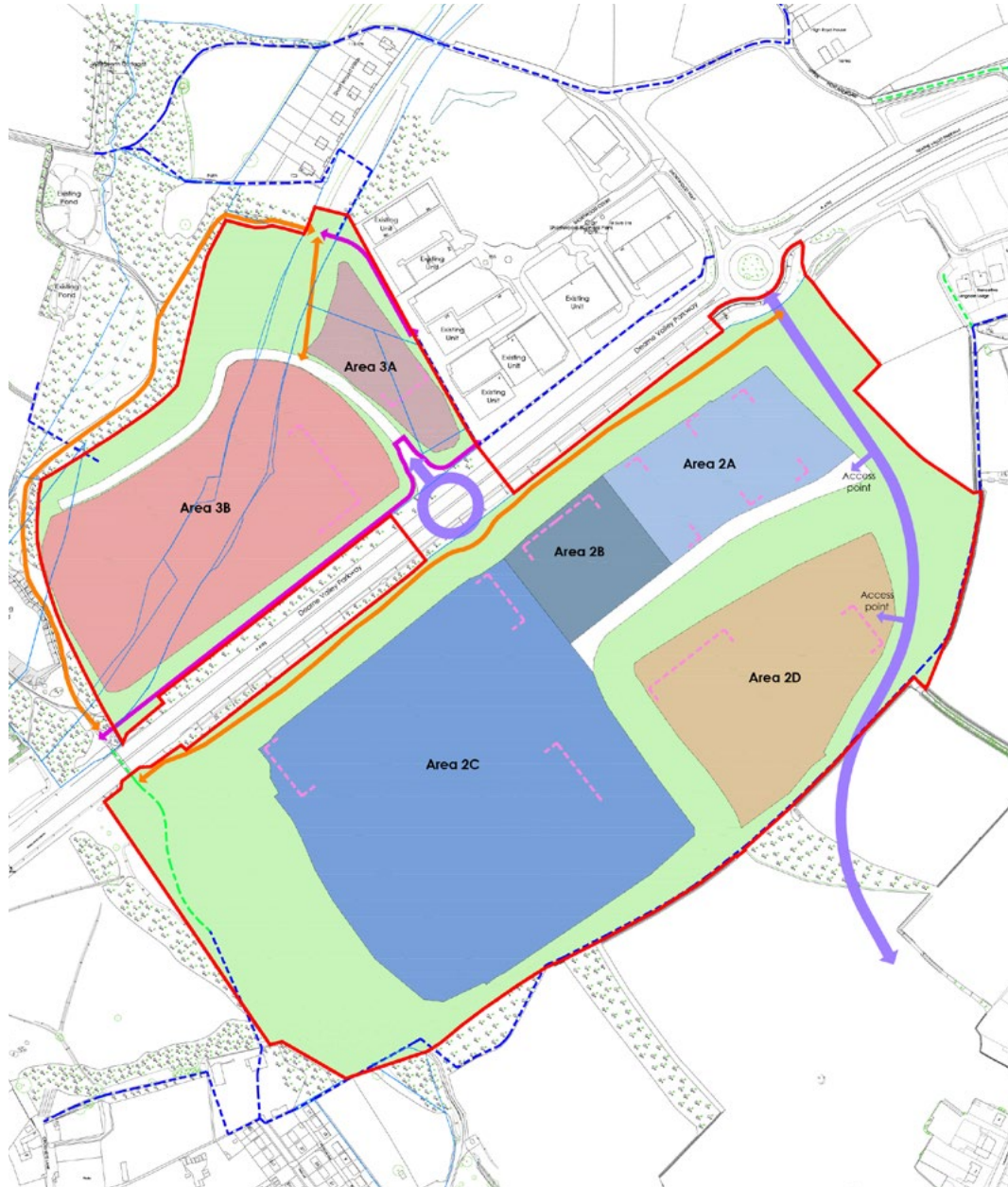
The indicative masterplan demonstrates the way in which the proposed units can be arranged to create an active urban frontage onto the Dearne Valley parkway. By maintaining a building line and ensuring activity is visible from the road, the proposed development is anchored in its surroundings and projects the identity of the Gateway 36 Development into the wider area. Maintaining a building line and managing elevational treatment, as set out later in this document, will ensure that the proposed development enhances the frontage as experienced from the Parkway. The proposed development will enhance rather than detract from the existing parkway frontage.

4.0 Design



Visualisation showing the indicative masterplan in context clearly demonstrating the Parkway frontage

4.0 Design



Scale

Whilst matters of scale are not fixed by this application, the heights of the buildings will likely be dictated by operational requirements.

The accompanying parameters plan sets out typical building heights which are considered appropriate and can be used to help guide future reserved matters submissions.

Appearance

The appearance of the development will be reserved for the detailed designs of each unit. However, a strong, high quality aesthetic has been established in the existing Phase 1 units which should set a precedent for new designs moving forward.

The existing designs employ an industrial palette of materials including coated metal cladding and aluminium framed curtain walling.

The reference material in the following pages expands on the principles established in the previous phase of development and also demonstrates how these principles have been used to good effect in the construction of the units now on site.

Key

- Land Ownership
- Application Boundary
- Existing FROW
- Existing Bridleway
- Proposed Footpath Diversion
- Indicative proposed New footpaths / cycle links
- Proposed Active Frontage Zone
- Proposed Highways access points

Colour Key

- Soft landscape framework areas
- Area 2A**
Max. FFL: 148.5 m
Max. building height: 10.5 m
- Area 2B**
Max. FFL: 147.0 m
Max. building height: 16.5 m
- Area 2C**
Max. FFL: 147.0 m
Max. building height: 21.5 m
- Area 2D**
Max. FFL: 140.50 m
Max. building height: 12.0 m
- Area 3A**
Max. FFL: 129.5 m
Max. building height: 12.0 m
- Area 3B**
Max. FFL: 126.5 m
Max. building height: 18.5 m

4.0 Design

Existing Phase 1 Design Context



Image showing Plot 3

4.0 Design

Existing Design Context



Photograph of the completed Plot 8 which typifies the construction of units 5, 6, 7 & 8

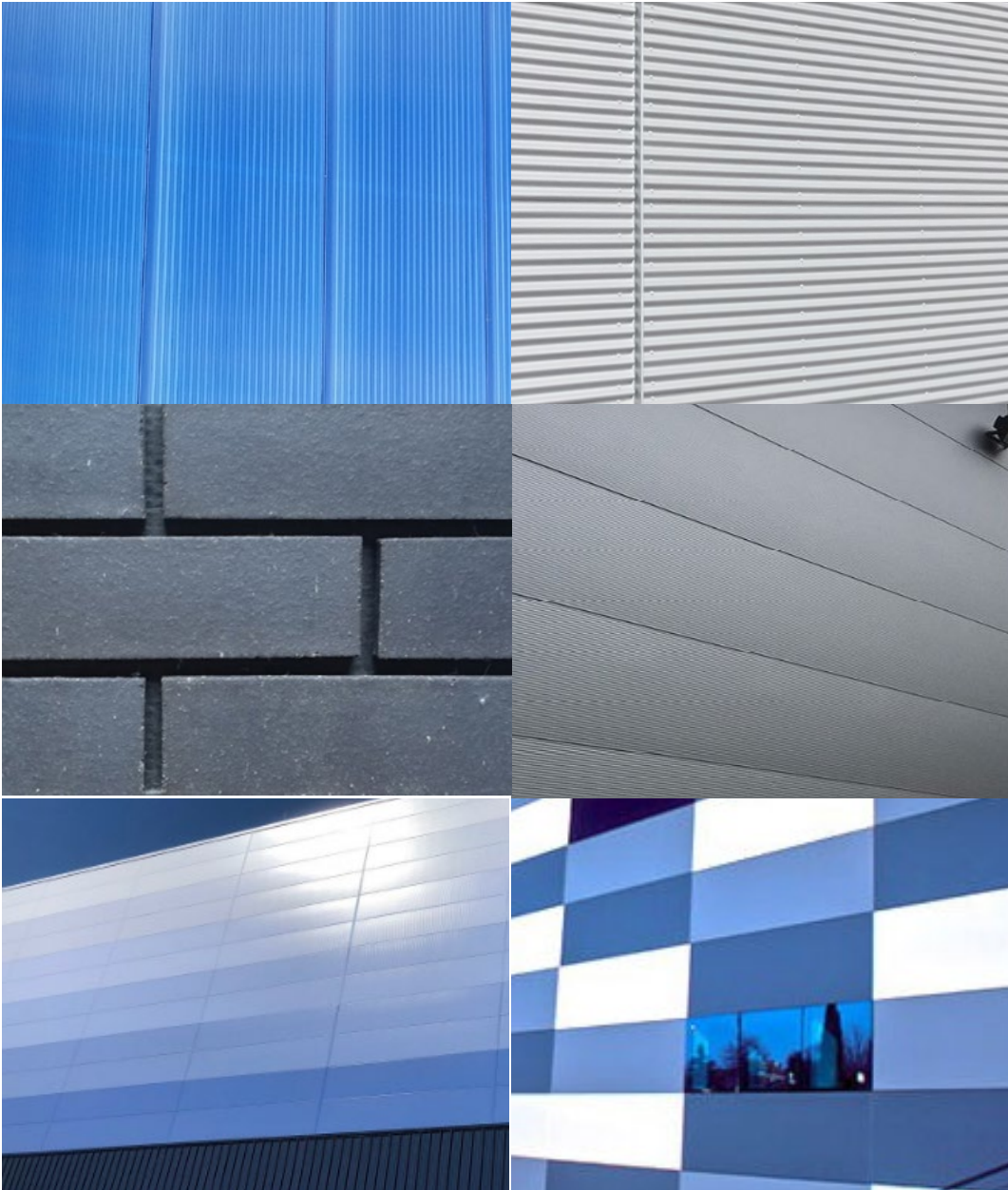
4.0 Design

Existing Design Context



Photograph of the completed Unit 3.

4.0 Design



Material Palette

Suggested materials and their applications:

- Silver, metallic or grey colour cladding
- Profiled or flat metal cladding
- Large format window or curtain walling systems
- Feature building elements in strong colours or accent materials
- Standing seam or single ply membrane roofs
- Masonry or timber building elements
- Translucent glazing, polycarbonates or membrane technology
- Graduated cladding colours to reduce visual impact of large buildings
- Colour variation of cladding to break up larger elevations

Consideration should also be given to external landscaping, external lighting and external signage. Together they will act to bed the buildings into their setting and enhance the park identity.

These images demonstrate some of the established materials used on previous units. It is anticipated that the detailed design of the new units will, where possible, use the same or complimentary materials. This will give a continued sense of coherence to the development and ensure that the high quality aesthetic is carried through to all elements of the Dearne Valley Parkway

With regards to individual building designs for the Gateway 36, it should be highlighted that all design guide information has been presented as a minimum and exceeding these standards is actively encouraged by Harworth Group.

4.0 Design

GATEWAY 36
PHASE 3

GATEWAY 36
PHASE 2A

GATEWAY 36
PHASE 2B

Indicative Masterplan



5.0 Landscaping



As with other considerations, landscaping is to be reserved for the detailed design of each plot. The existing Phase 1 landscape schemes sets a strong precedent for future development and provides the strategy for the detailed design of landscaping zones. This will ensure a consist appearance is implemented, to benefit the whole development over time.

Taking the existing landscape designs as a precedent will ensure the following design values are integrated into the proposed schemes:

- The new development will respect and enhance the existing landscape and define a sense of place.
- The landscape layout will contribute to the marketability of the whole park and enhance its value in the widest sense.
- Provide continuity and coordination in design with the existing landscape elements built form and access arrangements.
- A coordinated palette of materials and furniture will contribute to the creation of an identifiable sense of place.
- Create a logical structure with workplaces that are easily accessible, convenient, safe and comfortable for users.

As landscaping is not fixed by this outline planning application, such details will accompany future reserved matters submissions with the aim of creating a pleasant setting to the new development. The landscape will complement the proposed architecture and maximise its integration within its surrounding context.



Tree Planting

Proposed ornamental tree planting to the car parks and access road areas will create an attractive entrance to the development providing structure to the landscape and an element of high level visual screening. These trees will have clear stems to a minimum height of 2m to ensure sightlines are maintained from the access road into the car parks and vice versa to promote natural surveillance and safety.

Planting Design

The proposed planting to the access road and car park areas is generally ornamental in character with a simple palette of shrubs and herbaceous planting arranged to create a striking effect which is easy to maintain.

Consideration has been given to each species' ability to complement the existing landscape character and where appropriate, their contribution to improving the sites biodiversity.

A mix of low to medium height shrub species have been selected to provide a strong and bold planting statement within the car parks and to the sites boundaries whilst remaining sympathetic to the surrounding, existing landscape.

Maintenance

Landscape areas will be maintained in accordance with the landscape management plan to ensure the successful establishment of the landscape and a neat and tidy appearance is maintained. Commitment to the long term management will ensure the design intent and aspirations are ultimately achieved as the landscape matures. Shrub planting areas around the access road and car parks will be subject to a pruning regime with shrub planting maintained at an appropriate height according to location - low level where visibility over the planting is desirable for the comfort and safety of all site users.



Movement

The indicative masterplan shows footpaths to the front and sides of the units facilitate safe pedestrian movement around the site and car park areas. The proposed pedestrian paths will improve links between the development and its context.

Movement is further enhanced in this application through indicative proposals to include a cycle route, which traverses the site, linking the development plots to the existing cycle/bridle network and the wider area. Its location ensures safe cycle access to the plot entrances, reducing conflict with other vehicular movement and increasing safety.

6.0 Access

This planning application will seek approval for an access arrangements which will access both Phases of the development. These will be constructed as part of the first phase of the development.

Phase 2 of the development will be accessed via a new access 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

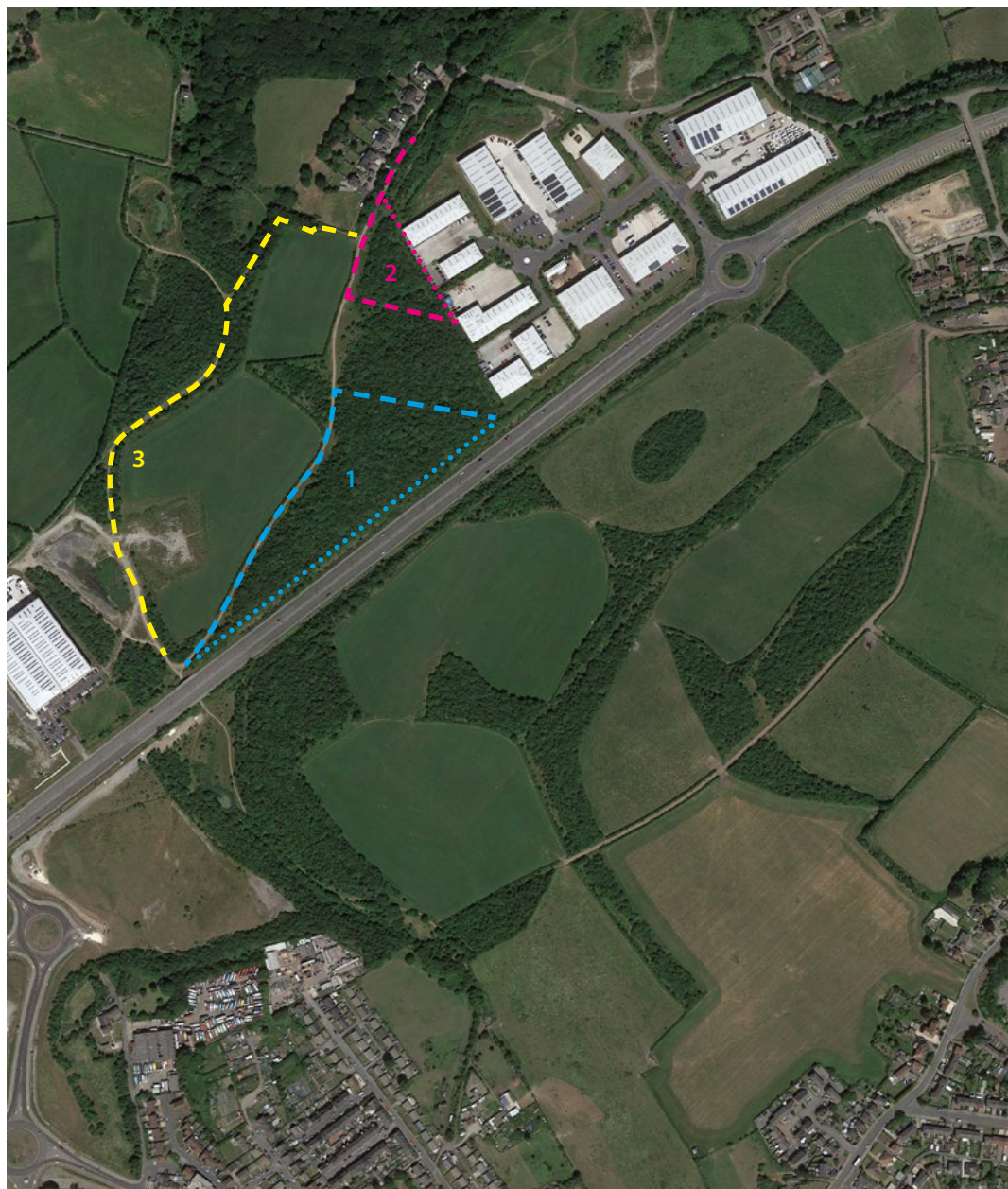
Phase 3 development will be accessed from a new 3 arm roundabout located approximately half way along the Dearne Valley Parkway

Whilst details of access arrangements within the phases of development are not submitted with this application, the indicative masterplan which accompanies this submission establishes a number of key principles which will help guide future reserved matters submissions. These are detailed in the paragraphs below.

Vehicular

The indicative masterplan shows the existing road network being extended and will be designed to accommodate 16.5m long articulated heavy goods vehicles and will be to current standards and subject to the approval of the Local Authority.

6.0 Access



Pedestrian

There are two public footpaths which cross the Phase 3 land, The first runs from the South west corner adjacent to the existing underpass to the eastern corner just south of the Shortwood Industrial Estate (marked 1 on the adjacent Plan). It is proposed to divert this path along the southern boundary of the Phase 3 land parallel to the Dearne Valley Parkway.

The second section of path (marked 2 on the adjacent plan) will be diverted to run North south along the boundary adjacent to the Shortwood Industrial Estate.

It is proposed to also formalise the path (marked 3) and construct a new path which will run parallel to the Dearne Valley Parkway on the southern side and will link the new Phase 2 access road to the existing footpath network .

All new footpaths will be a minimum 3m wide and be able to accommodate pedestrians / cycles and horses.

Accessibility

The indicative masterplan shows accessible parking spaces are provided close to the main entrance of each unit and level access thresholds will be provided into the buildings.

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, please refer to the Transport Assessment that was submitted with the outline planning application.

7.0 Sustainability

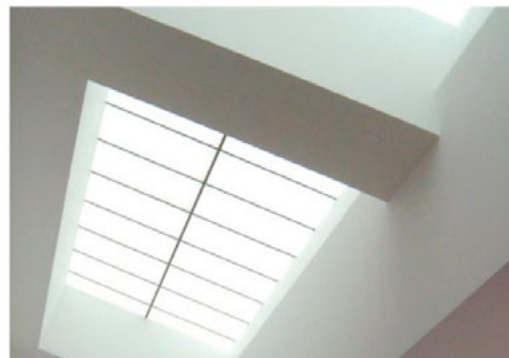


Buildings already completed at the Gateway 36 look at incorporating a number of green technologies, with the aim of reducing the impact of the development on its surroundings and the wider context.

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	★★★★★

Existing development sought to achieve a BREEAM rating of Very Good, this sets a precedent for the future detailed design to follow.

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 existing material palette sets a precedent for modern but sensitive additions to the area.

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 development can be brought forward 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 existing public footpath will be diverted and incorporated into the proposed layout.

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

