

## 4 ALTERNATIVES & DESIGN EVOLUTION

### Introduction

4.1 Regulation 18 and Schedule 4 of the EIA Regulations require an applicant to provide:

*‘a description of the reasonable alternatives studied by the developer, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment.’*

4.2 This chapter of the ES identifies the alternatives to the Development which have been considered by the Applicant and describes the main reasons for the choices made.

### Alternatives

4.3 Alternative options typically comprise:

- The ‘do nothing’ alternative where the Development is not progressed;
- Alternative locations for the Development;
- Alternative uses for the Site; and
- Alternative design/layout for the Development in the context of the design evolution.

### The ‘do nothing’ Alternative and Consideration of Alternative Sites

4.4 The ‘do nothing’ Alternative refers to the option of leaving the Site in its current state. The Development seeks to provide up to 204,000sqm of Class B8 and B2 uses. Under the ‘do nothing’ option the Site would remain in its current state. This option was not considered by the Applicant. Further, no alternative locations have been considered as the Applicant can deliver the Development on the Site in line with the adopted BMBC Local Plan Allocation ES10 and the accompanying approved Goldthorpe Masterplan Framework (September 2021)<sup>i</sup>.

### Consideration of Alternative Uses

4.5 Owing to the nature of the BMBC Local Plan Allocation ES10 and the approved Goldthorpe Masterplan Framework, no alternative uses have been considered by the Applicant for the Development.

### Design Evolution

4.6 The Development has evolved through a series of stages each refining the design of the Development. The submitted Design and Access Statement (DAS) demonstrates how the development has responded positively to the principles set out within the Goldthorpe Masterplan Framework that is intended to guide development at the site.

4.7 Initial Site analysis established constraints and opportunities which guided the principal transport corridors, development units and landscape zones. The identification of plateaus for the built development within the principal road and footpath corridors, along with blue and green infrastructure, were established in the secondary stage of the design evolution. The design continued to evolve through use of visual impact analysis, understanding the landscaping strategy, noise mitigation, movement and amenity. At this stage of the Development, the strategic planting strategies are confirmed.

4.8 As the access arrangements and development ground levels have been designed in detail, a proposed illustrative masterplan was produced (Figure 4.1) showing the buildings’ service yards and car parks

which was used as a basis for the public consultation exercises (discussed in detail in Chapter 2). The illustrative masterplan shows one possible way the Development could be built out.

- 4.9 Table 4.1 shows how the design of the illustrative masterplan developed through a series of five alternative designs whilst showing comparison of environmental effects. The evolution of the illustrative masterplan can be seen in Figure 4.2.

**Table 4.1: Illustrative Masterplan Evolution**

Option 1	Key Design Features	Environmental Effects
Option 1	<ul style="list-style-type: none"> <li>• 5 Units;</li> <li>• Green Buffer Zones;</li> <li>• Central Spine Connectivity to Existing Vehicular Infrastructure;</li> <li>• Active Frontage;</li> <li>• Design Plateau Utilisation.</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of biodiversity and landscaping areas within the eastern region of the Site.</li> </ul>
Option 2	<ul style="list-style-type: none"> <li>• 3 Units;</li> <li>• Green Buffer Zones;</li> <li>• Central Spine Connectivity to Existing Vehicular Infrastructure;</li> <li>• Active Frontage;</li> <li>• Design Plateau Utilisation.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased areas of biodiversity and landscaping through the removal of two units within the eastern and south-eastern regions of the Site.</li> </ul>
Option 3	<ul style="list-style-type: none"> <li>• 5 Units;</li> <li>• Green Buffer Zones;</li> <li>• Central Spine Connectivity to Existing Vehicular Infrastructure;</li> <li>• Active Frontage;</li> <li>• Design Plateau;</li> <li>• Attenuation Space.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased potential for flood retention within the Site due to the provision of an attenuation area within the eastern area of the Site.</li> </ul>
Option 4	<ul style="list-style-type: none"> <li>• 5 Units;</li> <li>• Green Buffer Zones;</li> <li>• Central Spine Connectivity to Existing Vehicular Infrastructure;</li> <li>• Active Frontage;</li> <li>• Existing Watercourse Retention;</li> <li>• Flood Compensation Area.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased Site area within the north-western region of the Site and provision of an additional attenuation area;</li> <li>• Retention of an existing watercourse within the central region of the Site;</li> <li>• Additional attenuation areas within the north-eastern and eastern regions of the Site.</li> </ul>
Option 5	<ul style="list-style-type: none"> <li>• 4 Units;</li> <li>• Green Buffer Zones;</li> <li>• Central Spine Connectivity to Existing Vehicular Infrastructure;</li> <li>• Active Frontage;</li> <li>• Design Plateau;</li> <li>• Attenuation Space;</li> <li>• Existing Watercourse Retention;</li> <li>• Flood Compensation Area;</li> <li>• Retained Vegetation.</li> </ul>	<ul style="list-style-type: none"> <li>• Retained vegetation within the north-western region of the Site.</li> </ul>

### Design Evolution Summary

- 4.10 As discussed through the DAS, the design evolution period culminated in six key principles that the Development is based upon and are explained in detail further below.
- Establish a high-quality development in a prominent gateway location;

- Contribute directly to creating safe, attractive spaces with high quality buildings and landscape;
- Design buildings which respect existing context and comply with height parameters set out within the Masterplan Framework;
- Create sustainable, well-designed buildings, which are good places to work;
- The buildings and Site layout should fulfil a required level of security and operational functionality; and
- Ensure inclusive design to allow for a good level of accessibility within and between buildings;

4.11 As shown on the illustrative masterplan (Figure 4.1), the key design features can be summarised as shown:

- Four development units shown for illustrative purposes (one in each development zone);
- Strategic bunding and green buffer zones on the northern and southern boundaries;
- A central spine connecting to existing vehicular infrastructure on the northern boundary along the A635;
- Active frontages within the development units;
- Design plateau utilisation;
- Attenuation areas in the western areas of the Site;
- Existing watercourses retention in the central regions of the Site;
- Flood compensation areas in the central northern and north-western areas of the Site;
- Retention and enhancement of vegetation along Carr Dike to create an attractive green/blue infrastructure corridor linking to the RSPB site; and
- New and improved footway and cycleway provision connecting to the existing network and linking existing and proposed residential development with newly created jobs.

## References

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<sup>i</sup> Goldthorpe Masterplan Framework Available at:  
(<https://www.barnsley.gov.uk/media/19799/goldthorpemasterplanframework.pdf>)