DESIGN AND ACCESS STATEMENT

Relocation of Sports Facilities, Hoyland Common, Barnsley.

For Newlands Developments

Revision: P1

Date: Aug 2020

'Provision of access, earthworks to provide development plateau for future football pitches, laying out of archery pitch, provision of temporary portakabin for changing facilities, temporary car parking, drainage and boundary treatments'

DEVELOPMENT TEAM

The Design and Access Statement has been prepared by pHp Architects on behalf of Newlands Developments with input from the following other consultants

On behalf of:

newlands developments

Prepared by:

Design and Masterplanning

Planning Consultant

Ecology

Landscape

Drainage and Earthworks

Transport and Highways

Air Quality

Noise

Hydrology / Ground Conditions

CONTENTS

SCOPE AND CONTENT

This Design and Access Statement has been prepared on behalf of Newlands Developments for submission to the Local Planning Authority. The application seeks full planning permission for the relocation of the Rockingham Centre sports facilities to the proposed site at Parkside, Hoyland.

'Provision of access, earthworks to provide development plateau for future football pitches, laying out of archery pitch, provision of temporary portakabin for changing facilities, temporary car parking, drainage and boundary treatments'

The current Rockingham Centre sports facilities (part of the Forge Community Partnership) with football pitch and Archery range requires relocation due to a current planning application submitted for a development of employment uses (B1, B2 and B8), new link road, associated works including provision of internal access roads, drainage and landscaping.

Works entail earthworks plateauing to form football pitches and archery facilities, with associated car parking and roadway with temporary storage and toilet facilities, drainage and services to facilitate future potential clubhouse facilities.

The Design and Access Statement has been prepared by Peter Haddon and Partners, in conjunction with the Newlands Developments Design Team as indicated on Page 2.

The design team have a broad range of expertise in developing major and prestigious projects. The team have been selected for their particular strengths and experience within the commercial sector, where issues of design quality have been successfully resolved for numerous large-scale projects.

This Statement seeks to explain the design approach that underpins the proposals including the accessibility of the site. It begins with reference to the assessment work that has informed the preparation of the proposal and goes on to explain how the site has evolved in response to this work and to consultation. It then explains the key components and main structure of the scheme in terms of the scheme parameters and constraints. It outlines the key design requirements that form part of the detailed design proposals and explains the broad approach to the transport infrastructure that is proposed as part of the scheme. It concludes by outlining the approach to the delivery of the scheme.

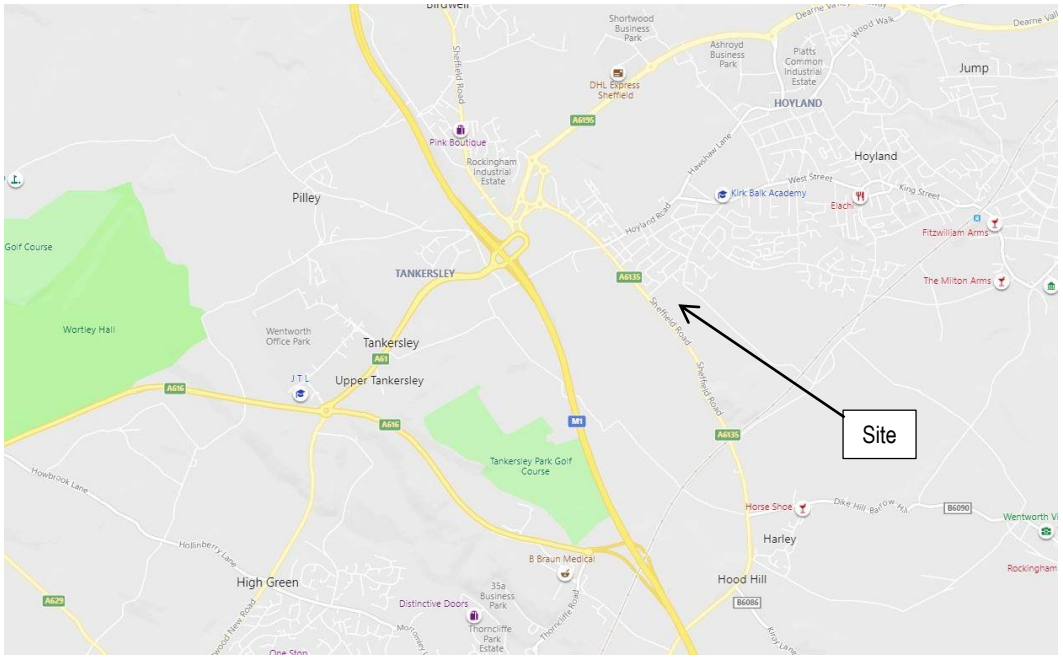

Figure 1: Site location

The context of the development land area set within the proposed overall site is illustrated on the Site Plan which accompanies this planning application. The purpose of the Design and Access Statement is to provide supporting information to the application. It draws heavily on and should be read in conjunction with the other technical and supporting documents that are submitted with the application.

SITE LOCATION AND CONTEXT

The site is South of Hoyland adjacent to Parkside Road. The Northern portion of site is currently open scrub grass with a footpath running along the Northern boundary. The southern portion of site is currently agricultural land with a wheat crop. The site slopes from North to South.
The site is accessed from the A6135 Sheffield Road.

North of the site is residential housing (Hoyland)

East of the site is residential housing with agricultural land beyond

South of the site consists of arable farm land sloping down to the south

West of the site is the Sheffield Road with arable farm land beyond. The current Hybrid application for B1,B2,B8 use, proposes a new link road and roundabout that is adjacent to the proposed site and this application indicates the site will be accessed via the stopped up end of Sheffield road.

Existing levels are generally high at the North, sloping down to the south. Cut and fill model of the proposals show the proposed levels in detail.

Figure 2: Google aerial view of site location

POLICY CONTEXT

The planning policy context for the development and the scheme response to policy will be set out in detail in the Planning Statement. The main conclusions particularly where they relate to design will be outlined here for ease of reference.

The National Planning Strategy includes design criteria for national networks. It confirms that visual appearance should be a key factor in considering the design of new infrastructure, as well as functionality, fitness for purpose, sustainability and cost. Good design should produce sustainable infrastructure sensitive to place and matched by an appearance that demonstrates good aesthetics as far as possible. It goes on to state that good design should meet the objectives of the scheme by eliminating or substantially mitigating identified problems by improving operational conditions and minimising adverse impacts.

ENVIRONMENT

The location of the new development has been identified in response to the policy and evidence base. The approach to defining the application site, its boundaries, scale, form and structure and ultimately the design of the proposed scheme, have responded to this policy base.

The application is supported by a comprehensive information across the full range of technical studies and assessments including:

- Ecology and Tree surveys;
- Drainage and Flood Risk Assessment;
- Ecology
- Trees
- Air Quality and Noise Assessments
- Ground conditions and soil assessments
- Transport Statement

Details of and the conclusions reached by the technical work is set out in the individual documents. The assessment and design process has been iterative, with the design of the scheme having responded directly to the assessment work and to the requirements of key stakeholders.

OPPORTUNITY AND CONSTRAINTS

Having regard to the policy, environmental and economic matters, key opportunities and constraints can be identified that have informed the design of the application proposal. These are listed below and indicated on the illustrations in this report.

Opportunities:

- Direct access to strategic road network.
- Close to the current sports facility location, not adding to existing journey distance for current users.
- Maximize the opportunities from the existing site topography to help contain and screen the development from surrounding areas, and limit noise where necessary.

Constraints

- Noise impacts during the construction phase and impact on residential amenity;
- The need to respond appropriately to ecological features and landscape condition;
- Traffic congestion. No significant addition to traffic generation
- Potential environmental effects on existing nearby properties and open countryside
- Effects on air quality management during the construction phase
- Public footpaths and rights of way on the site and adjacent to boundary.
- Topography of the site with variation in ground levels across the site.
- Drainage design and levels
- Existing trees and hedgerows that are present on the site and adjacent areas.
- Existing wildlife and habitat areas within the site

FLOOD RISK AND DRAINAGE

The site is located in an area of low flood risk. Without proper design and management, development can increase surface water "runoff" and cause an impact downstream. However, a sustainable drainage strategy has been designed to ensure that the proposals do not have an adverse effect on the environment. The drainage strategy provides that drainage will be directed towards the drain to the east of Stead Lane using a central filter drain and a detention basin to provide attenuation for the 1 in 100 year flood event plus a 30% allowances for climate change.

LAND CONTAMINATION

A Phase 1 Geo-environmental and Geotechnical Risk Assessment together with a Coal Mining Risk Assessment have been undertaken in support of the application. These assessments confirm that the risk to Human Health and Controlled Water receptors, and the risk of mining issues is low to very low. There are some issues in relation to ground conditions arising from the previous mining use and further work is required to confirm the ground conditions.

ECOLOGY AND TREES

An ecological appraisal and arboricultural assessment accompany the planning application. The ecological appraisal concludes that the site is dominated by poor semi-improved grassland and arable habitat or negligible ecological habitat. Bat activity surveys have been undertaken and confirm that there are low levels of bat activity along the north eastern and south western boundaries of the site, which are mainly trees and hedgerows. It is proposed that these will be retained as part of application proposal. No evidence of badger was recorded within the site or adjacent to its boundaries and there is some limited suitable habitat for reptiles at the south western boundary of the site. It is unlikely that the local bird and bat populations will be significantly impacted on by the proposals due to the habitat characteristics.

NOISE

The effects of noise and vibration during the construction period have been assessed. The nearest sensitive receptors are the existing residential properties North and East of the site.

The main noise sources in relation to the Site are currently road traffic noise from the A6135 (Sheffield Road).

During the construction phase the noise assessment undertaken in support of the application concludes that any adverse effects to nearby existing residential receptors can be mitigated through the erection of 2.5m high hoarding.

AIR QUALITY

The existing site is located close to a number of monitoring stations. These are situated to the north of Hoyland Common on Sheffield Road, Hoyland at on the A61 Sheffield Road.. Only the stations to the west of the M1 on Sheffield Road record exceedances above the nitrogen dioxide objective of 40ug/m3. For the area covered by the application site the estimate air pollution date for Nox, NO2, PM10 and PM2.5 are well within the relevant objective limits. The main air quality impacts will arise from the construction activities related to the release of particulate matter and a number of mitigation measures are proposed to limit the impacts of the earthworks and trackout (further details are within the AQA undertaken by Vanguardia). The impacts of the construction phase upon existing residential receptors is considered to be large risk for dust soiling and medium risk for human health but with suitable mitigation these can be minimised. In terms of construction phase traffic upon human and ecological receptors these are anticipated to be temporary, negligible but not significant.

SITE LOCATION

Accessibility to the trunk road network;
Accessed off Sheffield Road, Hoyland.

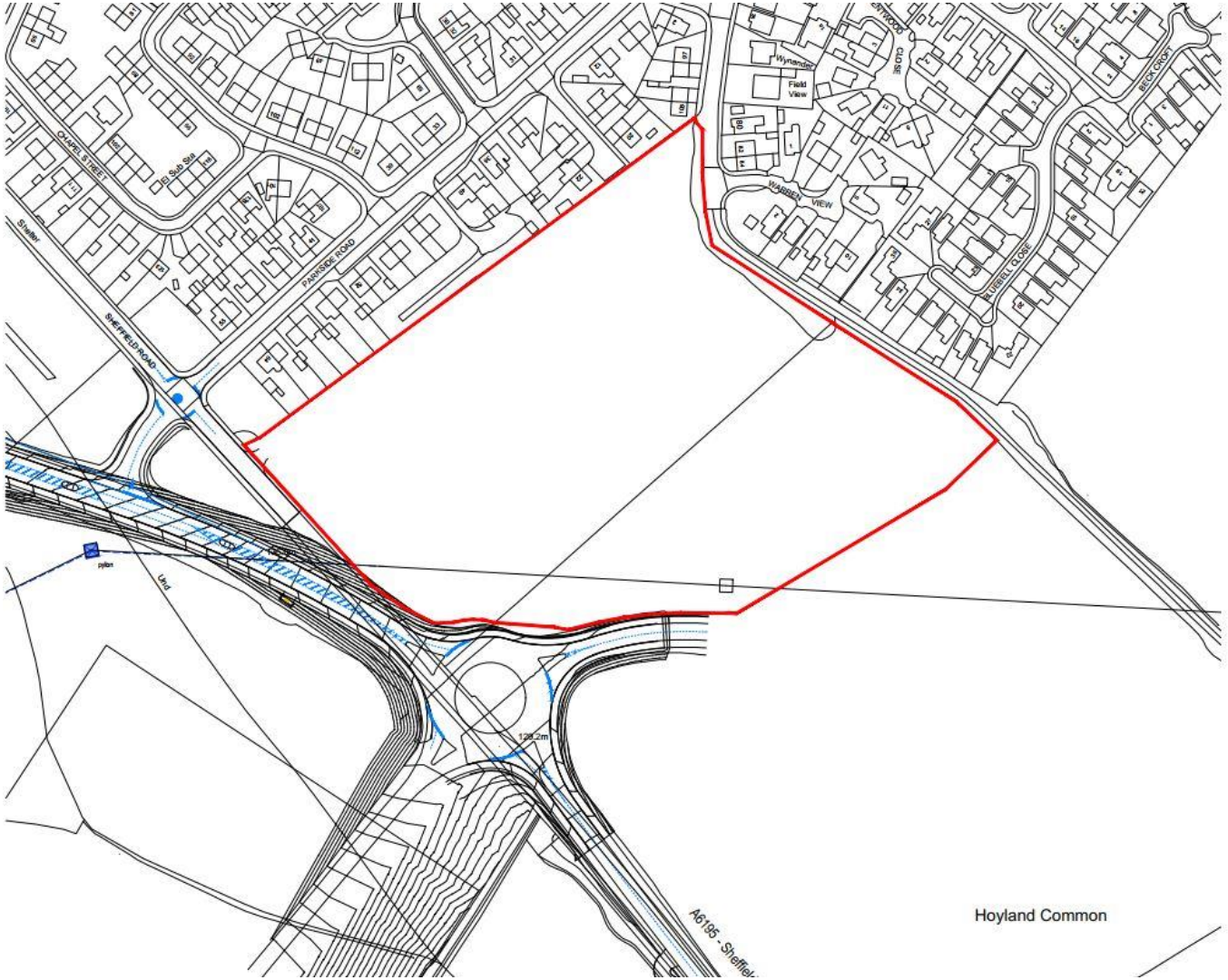

Figure 3 Road Network

SITE TOPOGRAPHY

A key part of the design approach responds to the existing site topography utilising a ‘cut and fill’ approach and the use of onsite remediated materials to form level ground plateau areas for development.

The approach will also create an overall balance of materials and levels avoiding the need to import or export large quantities of overburden and fill materials.

The plan shown here, indicates the general levels of the upper Football pitches plateau and the lower Archery range plateau

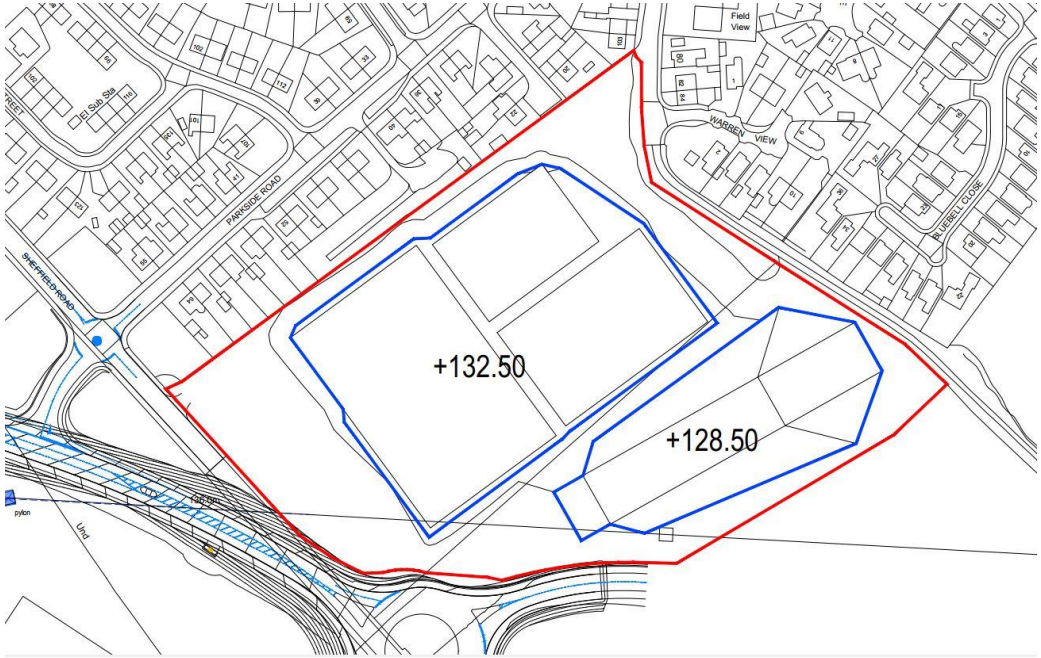

Figure 4: Site topography

SCHEME DEVELOPMENT

Following extensive discussions with the football and archery club contacts and the dimensional requirements of the sporting bodies, we have evolved the design to incorporate the necessary areas within the parameters required.

The images below show the design progression.

SITE IDENTIFICATION

With the need to provide a suitable site to relocate the facilities close to the existing location, the land at Parkside was identified as the closest suitable location within the principal town of Hoyland. .

Figure 5: Revision p1 – 14 July 2020

Figure 6: Revision p3 – 20 July 2020

Figure 7: Revision p5 – 27 July 2020

DEVELOPMENT PROPOSALS

The Development of the site has evolved from the identification of need to relocate existing sports facilities. The conclusions of the extensive analysis of the site and the evolution of the scheme in a response to market demand, specialist consultants reports, and stakeholder engagement. The Core principles are outlined in this section.

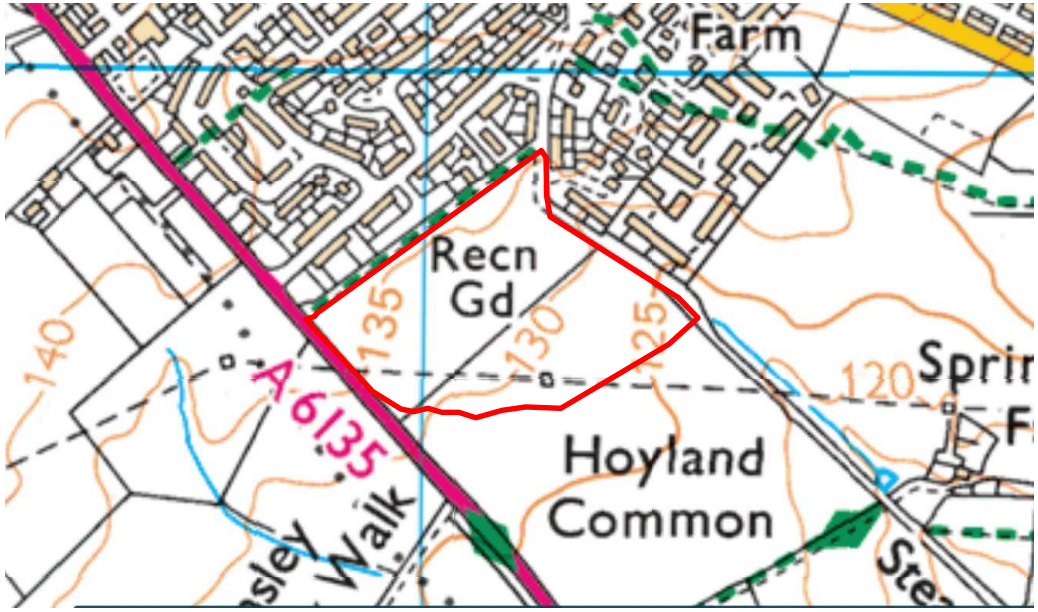

Figure 8: Site application redline marked on;
Bing OS mapping.
This shows the existing footpath (green dashed line) along top NW edge of site.
Also indicates the existing overhead power cables and pylon.

4.00 DEVELOPMENT PROPOSALS

USE

The Development comprises access off Sheffield road, temporary surfaced roadway and parking area for 20 cars. Temporary Portakabin type unit for changing facilities and a container unit for secure storage.

Two level plateaus will be formed with ground slopes between and around of no more than 1:3 gradient (refer to engineers cut and fill details)

The top plateau is formed to contain 3 football pitches – Adult, Youth and Mini Soccer.

The lower plateau is formed to accommodate the Archery shooting range with 5 shooting lanes.

There is a 2.4m high weldmesh fence proposed to perimeter of site.

Maintaining the existing footpath along Northern edge of the site with security fence on south edge.

Foul water, power and water services provided for temporary and future potential toilets and changing facilities

The total planning application red line site area is 4.38ha (10.82 acres)

Figure 9 Site layout as proposed

AMOUNT

The application site comprises of an area of land of approximately 4.39ha. In terms of the application proposals this can be broken down into the following:

One adult size football pitch (106m x 70m)
One youth size football pitch (79m x 52m)
One mini football pitch (61m x 43m)
One x 5 lane archery range (90m x 140m)

LAYOUT

A strategy for the earthworks has been devised that uses cut and fill to enable the plateau required for the sports pitches to be created. The layout of the pitches take advantage of the existing topography of the site and provide the most efficient use of the site in order to maximise the number of playing pitches.

SCALE

The scale of the proposals is commensurate with the location and seeks to re-provide the facilities being lost as a result of the development at Hoyland West. The proposals are community facilities that will be used by the local community rathe and do not represent a proposal of regional or national scale.

APPEARANCE

Although the earthworks required to create the plateau for the sports pitches will change the form of the land from the current undulating open space/fields, to a more structured form, the proposals will be seen within the context of existing built form. Once the proposals for Hoyland West and Hoyland South come forward the overall character of this part of Hoyland will change and the facilities will sit within the context of the extended settlement of Hoyland. The proposal retains existing boundary planting and this will assist in enclosing the facilities and softening their overall form.

The exact details of the portacabin to be provided are unknown, however this will be an ancillary facility that whose external appearance is likely to be neutral in tone to minimise its impact in the landscape.

LANDSCAPING

It is proposed to retain the existing hedgerows, trees and post and rail fencing located around the existing perimeter of the site. As such no new planting is to be provided within the site. At an appropriate time the football pitches and archery range will be turfed and seeded. Post and rail fencing will be provided on the southern perimeter of the site to delineate the sports facilities from the agricultural fields beyond. Along the northern boundary of the site (to the south of the PROW) will be a 2.4m paladin weldmesh fence. Provision will also be made for a net between the archery and football facilities.

OUTLINE SOFTWORKS MAINTENANCE SPECIFICATION

Regularly remove all debris from the site to ensure that the site is maintained in a clean and tidy and orderly condition.

Cut grass as required to suit sports pitch maintenance regime.

Carry out twice yearly inspections of tree growth with any dead or diseased growth removed to ensure healthy grown and longevity.

Inspect trees after strong winds for damaged or fallen and suspended limbs and branches.

Ensure all trees to be retained are protected from damage in accordance with the recommendations of BS 5837:2012 *Trees in relation to design, demolition and construction. Recommendations*. All trees to be fenced and root zone protected during construction works.

Remove any excavated soil and store locally for reuse as required.

Any weed grown should be removed with non-residual herbicide. Where required grass will be replaced by grass seed, mix to be confirmed.

ACCESS

Vehicular Access

Prior to the link road coming forward as part of the Hoyland West proposals, access will be taken directly from the A6135 Sheffield Road. A new access junction will be provided to serve the development at a point approximately 40m south of the existing junction with Parkside Road.

Once the link road is completed and operational the development will be accessed by a road that would effectively be formed of the current alignment of the A6135 Sheffield Road north of the point where it is severed to continue as a link road.

As part of the application proposal a swept path analysis has been undertaken and vehicular traffic can enter and exit the site safely. The visibility splays also demonstrate that access onto Sheffield Road can be achieved safely.

Sheffield Road provides easy access onto the existing highway network and links with Junction 36 of the M1 to the north, Hoyland Road, Tankersley Lane and the Dearne Valley Parkway.

Public Transport

There are several bus stops located close to the site on the A1635 Sheffield Road, Tankersley Road and Hoyland Road. Further details of the services are provided in the Transport Statement that accompanies the planning application.

Although the site is not directly served by rail, connections can be accessed at Elsecar station which is approximately 2.3km east of the site, with connecting bus serves to the station within close proximity of the site.

Pedestrians and Cyclists

Within close proximity to the site are good quality walking routes which have footways and are well lit, and in appropriate locations there are road crossings. There are also a number of public rights of way (PROW) in the vicinity of the site. It is considered that a significant residential catchment north of the site would be located within a convenient walking distance, presenting a clear potential for local residents to walk to the facilities.

There are also opportunities to access the site by bicycle. The isochrone at Figure 11 demonstrates that Hoyland, Tankersley, Barnsley, Wombwell, Wentworth, Chapeltown, High Green and Dodworth are all within the catchment. There is also cycling infrastructure close to the site providing opportunities for users of the site to access it by other means than the private motor vehicle

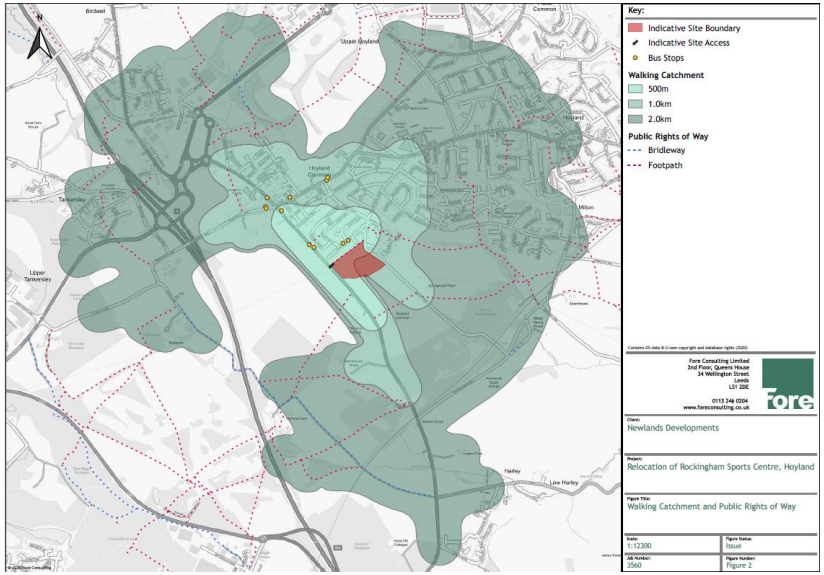

Figure 10: Walking Distance Isochrone

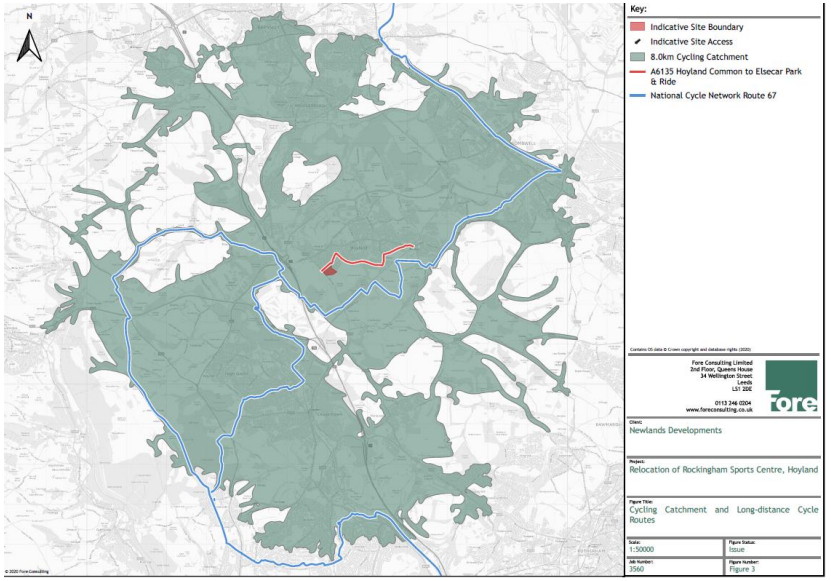

Figure 11: Cycling Distance Isochrone