3 SITE AND DEVELOPMENT DESCRIPTION

Site Context

3.1 The Site is located to the south of Dearne Valley Parkway and is located to the north west of Bolton upon Dearne/Goldthorpe: a settlement between Barnsley (9.5km to the west of the site) and Doncaster (12.5km to the east) in South Yorkshire.

3.2 The north of the Site is bound by the A635 Dearne Valley Parkway (along which lie two residential dwellings that are external to the Site boundary) and the south of the Site is bound by Carr Head Lane. To the east, the Site is bound by the ALDI Goldthorpe Distribution Centre, with Goldthorpe Industrial Estate beyond; and to the west, the Site is bound by open fields. Dearne Community Children's Centre and the residential area of Bolton upon Dearne are situated to the southeast. To the south, the Site borders Green Belt, beyond which lies the Royal Society for the Protection of Birds (RSPB) Dearne Valley Old Moor and Bolton Ings Reserves site.

3.3 The local road network includes the A635 Doncaster Road to the north and the A6195 to the west. There are several bus stops within proximity of the Site. The bus network provides a connection from the Site to Barnsley town centre, however, also provides services to Grimethorpe. Goldthorpe and Bolton upon Dearne train stations are 1.6km to the north east and 2.5km to the south east of the Site, respectively.

Site Description

3.4 The Site, which contains few discernible landscape features of note within or surrounding the Site, extends to 85.31 hectares (ha) and is irregular in shape, comprising several agricultural fields, separated by hedgerows and Carr Dike. The majority of the Site falls within the ES10 employment allocation 'Land South of Dearne Valley Parkway' of the Barnsley Local Plan[i], however a portion of the western part of the site falls within Green Belt (no built development is proposed within this Green Belt area).

3.5 The Site is mostly located within Agricultural Land Classification (ALC) Grade 3b with pockets of Grade 3a in the east and southeast. Grade 3b land denotes agricultural land of moderate quality whilst Grade 3a denotes land of good quality, known as 'Best and Most Versatile' land (BMV).

3.6 There is currently no vehicular access to the site. Pedestrian access is available via a Public Right of Way (PRoW) on the eastern boundary (Reference: Dearne UD 15) and National Cycle Route 62 passes to the south of the Site.

Environmental Designations

3.7 The Site is not covered by any national/local landscape, ecological or heritage designations. The nearest statutory ecological designation to the site is the Dearne Valley Wetlands Site of Special Scientific Interest (SSSI), approximately 145m to the south west of the Site, at its closest point.

3.8 Within 2km of the Site there are two Scheduled Monuments, one a 'Heavy Anti-aircraft gun site 35m south-east of Lowfield Farm', located approximately 1.8km to the south east, and the second is a 'Cross in the churchyard of All Saints' Church', located approximately 1.9km to the west. There are two Grade I and 24 Grade II Listed Buildings within 2km of the Site, of which Billingley Hall Grade II Listed Building is the closest at approximately 580m to the north. The closest non-statutory designated site is Hickleton Hall Registered Park and Garden, approximately 3.3km to the north-east of the Site. There are no Registered Battlefields within 2km of the Site boundary.

3.9 The Site is not located within a Conservation Area. The nearest Conservation Area is Billingley 500m to the north. The Site does not fall within an area of archaeological significance or priority.

3.10 The majority of the Site is located within Flood Zone 1, which is considered to be at the lowest risk of fluvial flooding. Carr Dike (an existing watercourse flowing in a northeast-southwest alignment across the centre of the Site) is flanked by Flood Zone 2 and 3. Flood Zone 3 is defined as being at the highest (>1%) chance of fluvial flooding in any given year. The Site is not located within a groundwater Source Protection Zone.

3.11 The Site is not located within an Air Quality Management Area (AQMA). There are seven AQMAs currently designated within BMBC, the closest of which, AQMA 7, is approximately 3.4km to the east of the Site.

The Development

3.12 The Applicant is submitting a Hybrid planning application for proposed employment development and associated infrastructure. The outline application element is for up to 204,000 sqm GIA for Storage and Distribution (Use Class B8) and General Employment (Use Class B2) space, with ancillary offices and gatehouses. The full application element is for engineering infrastructure works comprising the access roads; earthworks to create the development platform zones/bunding; drainage and culvert works; a flood compensation area; and strategic landscaping areas. Figure 3.1 illustrates the Parameter Plan for the outline element of the application and shows the 204,000 sqm of development to occur within four separate development zones within the Site boundary.

3.13 The planning application comprises:

"Outline permission sought for the construction of Storage and Distribution (Use Class B8) and General Employment (Use Class B2) space with ancillary offices and gatehouses on four separate, self-contained and severable plots as shown on the submitted Parameters Plan. All matters reserved except for site access. Full permission sought for engineering infrastructure works to support the employment development comprising: the access roads; earthworks to create the development platform zones/bunding; drainage and culvert works; a flood compensation area; and strategic landscaping areas."

Detailed Element of the Planning Application

3.14 As stated within the description of the Development, the detailed element of the planning application comprises engineering works associated with the Development. Further details of the individual elements are set out below. A full list of detailed drawings submitted as part of the planning application can be seen within the Planning Statement, however, for the purposes of the ES the Parameter Plan (Figure 3.1) has been used to assess the likely significant environmental effects of the Development.

Access Roads

3.15 A new three-arm roundabout has been constructed on the A635 to provide access to the Development. Planning Permission (BMBC reference: 2021/1511) was permitted by BMBC in February 2022, who also acted as the applicant. Within the Site boundary, there will be two primary vehicular access roads which will serve each of the four development zones. The primary road which enters the Site on the northern boundary will be 10m wide. The secondary access route will be 7.3m wide to provide access to the individual zones.

3.16 In addition to the vehicular access roads, the detailed element of the planning application will deliver pedestrian and cycle access. Two cycle access points will be provided as part of the Development; an access point on the northern boundary along the A635 and an access point on the eastern boundary. The internal cycle network will connect to each of the four zones.

Flood Compensation Area, Drainage and Culvert Works

3.17 To mitigate against lost floodplain storage as a result of ground raising for the development zones (see Table 3.2 below), and to provide the necessary storage required to mitigate against off-Site flood risk, two flood compensation areas, connected via a series of culverts, are proposed. The flood compensation areas are located in the northern and north-eastern parts of the Site as seen in Figure 3.1.

3.18 The surface water hierarchy has been considered and the preferred drainage solution for disposal of surface water is to discharge to the Carr Dike and its tributary via below ground gravity networks. Flows will be discharged to attenuation ponds before entering the watercourse at a restricted flow rate of 1.4L/s/ha. The Development will provide two culverts which are located in the central region of the Site.

Strategic Landscaping

3.19 As detailed within the Landscape Location Plan (Figure 3.2) which outlines the detailed element of the planning application, the landscaping areas are shown in relation to the internal road network and built form within the Site boundary. The landscaping proposals will include the formation of new earthworks and mounding on the Site's perimeter. Native planting will be provided in a mixture of sizes and densities within the strategic landscaping on the Site's perimeter.

Outline Element of the Planning Application

3.20 Each technical chapter within the ES assesses the Parameters Plan (Figures 3.1), and specifically, the parameter envelope that would lead to the 'worst case' effects for that discipline. This will ensure that any detailed proposals coming forward within the parameters of a future outline consent would not lead to greater (more adverse or beneficial) effects on the environment than have been assessed at this stage.

Land Use

3.21 Figure 3.1 illustrates the spatial extent of the Development spread across four development zones. The development zone areas are shown in Table 3.1.

Table 3.1: Development Zones

Development Zone	Use Class	Maximum GIA* Floorspace (m^2)	Plot Size NDA** (ha)
Zone 1	Use Class B8 and B2 (up to 30% B2 across the Site) with ancillary offices.	204,000 (total distributed across the four zones)	11.35
Zone 2			8.46
Zone 3			17.92
Zone 4			6.29
Total		204,000	44.02

*Gross Internal Area
**Net Developable Area (total area of land available for development)

Building Heights

3.22 The height of the Development will be up to a maximum of 52.70m above ordnance datum (AOD) (refer to Table 3.2 below).

Table 3.2: Development Building Heights

Development Zone	Plateau Height (mAOD)	Maximum Finished Floor Level (mAOD) [+1.000m above proposed plateau]	Maximum Building Height to Roof Ridge (mAOD)	Ridge Height Above Finished Floor Level (mAOD)
Zone 1	24.50	25.50	43.50	18.00
Zone 2	25.00	26.00	44.00	
Zone 3	33.70	34.70	52.70	
Zone 4	33.70	34.70	52.70	

Lighting

3.23 The Development will introduce new artificial light sources primarily related to external lighting for car and lorry parking, at loading bays and around the peripheries of the buildings. Lighting will be designed to provide a safe environment for workers, vehicles, cyclists and pedestrians while also avoiding light pollution, especially with regard to sensitive habitats.

Energy, Sustainability and Climate Change

3.24 The Development will provide 5% active and 20% passive electric vehicle (EV) charging points which will be provided in each of the four zones delivered on the Site and can be used by employees. The use of EV will be encouraged via the sustainable travel plan to be developed as part of future reserved matters applications. The Development will encourage active travel measures through providing cycle stores and showers.

REFERENCES

[i] BMBC, Barnsley Local Plan (adopted January 2019). Available here: https://www.barnsley.gov.uk/media/17249/local-plan-adopted.pdf