

LAND SOUTH OF DEARNE VALLEY PARKWAY

GOLDTHORPE

HYBRID PLANNING APPLICATION

DESIGN & ACCESS STATEMENT
(INCLUDING DESIGN CODE PRINCIPLES AND FIRE STRATEGY)

NOVEMBER 2023

| DESIGN & ACCESS STATEMENT |

Land South of Dearne Valley Parkway, Goldthorpe Hybrid Planning Application

Document Prepared for:

newlands
developments

November 2023



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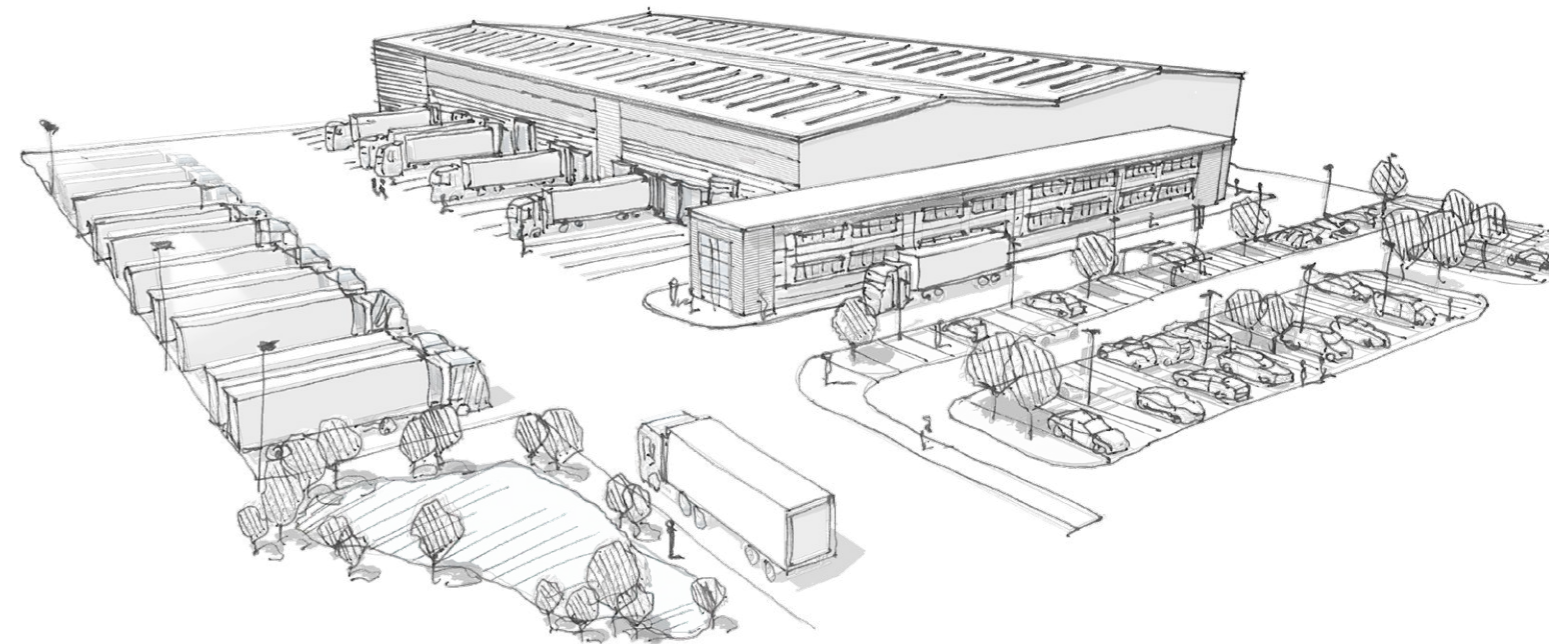
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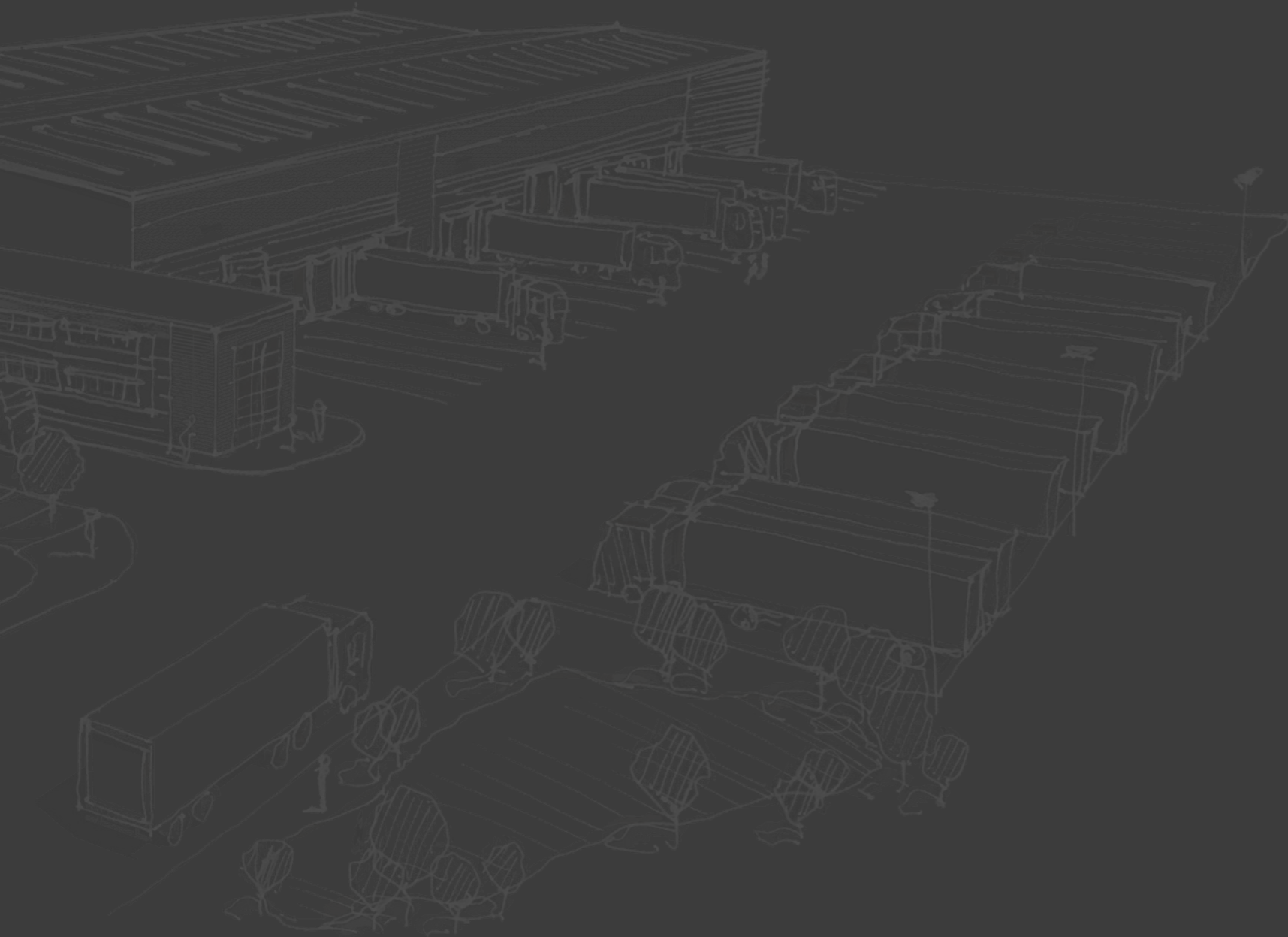
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01 INTRODUCTION

- 01.1 Statement Overview
- 01.2 The Brief
- 01.3 Report Content and Structure



01 INTRODUCTION

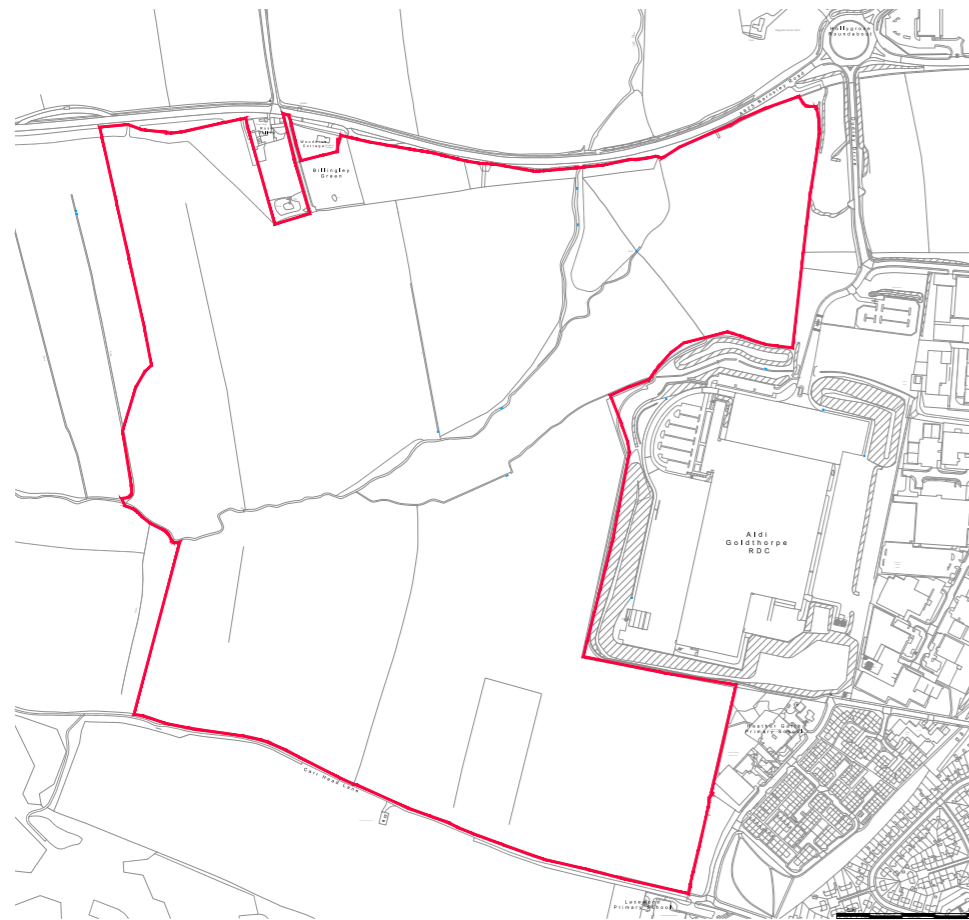
01.1 STATEMENT OVERVIEW

This Design and Access Statement has been prepared by UMC Architects on behalf of Equites Newlands (Goldthorpe) Ltd to support a Hybrid Planning Application for Class B8 (and ancillary offices) and Class B2 floorspace on land South of the Dearne Valley Parkway.

The proposed scheme is described as:
Hybrid planning application:

- 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 plot platforms/bunding; drainage and culvert works; a flood compensation area; and strategic landscaping areas.

Like all large development sites, this site presents a number of constraints & opportunities. This statement explains how these are addressed with the design proposals presented as part of the application.



Application Boundary Plan

Key

Application Boundary

01.2 THE BRIEF

The site is in a very strategic location and therefore creates a significant employment opportunity.

The applicant is committed to delivering a best-in-class employment park and business community which will provide for the town and the wider Dearne Valley. The proposals will deliver high quality sustainable buildings, supporting facilities and infrastructure, that will be accessible to employees, visitors, and the local community. The proposal will be set within a comprehensively masterplanned landscape which enhances biodiversity and that is accessible to employees, visitors and the local community, to the benefit of health and wellbeing.

Newlands is confident the proposals will support the vision outlined by the Barnsley 2030 strategy, by attracting significant new business given the quality of the proposals, the scale of investment, combined with the location.

The principle of high-quality design will be instigated at Goldthorpe incorporating innovative sustainable construction measures to ensure that the buildings deliver a high level of environmental performance, meeting the aspirations of potential commercial Occupiers. As such, the design elements relating to this development are high quality and 'class leading' with regard to its construction and operation.

These have been considered in tandem with visual aesthetics of the scheme.

The Energy and Sustainability Strategy for the development surpasses local and national planning policies, whilst achieving the highest viable levels of sustainable design and construction and minimising environmental impacts. The project team is also targeting a BREEAM Excellent Rating.

THE VISION

The vision for the project is to support the Barnsley 2030 objective to deliver sustainable economic growth through the delivery of a best-in-class employment location and business community, to be achieved by:

- The delivery of high quality, accessible and sustainable buildings that meet the needs of potential commercial occupiers
- A comprehensively masterplanned landscape setting that enhances biodiversity and that is accessible to employees, visitors, and the local community, to the benefit of health and wellbeing.
- The provision of safe and convenient vehicular, pedestrian and cycle access, both within the site and to connections beyond, delivering sustainable travel options and strategic connectivity.
- Establishing a sense of place and identity through maintaining a strong landscape concept that alongside a common architectural language delivers both views through the Park and legible wayfinding around it.
- Designing in sustainability and adaptability to deliver a lasting legacy.

The following pages seek to explain how the design of the masterplan has developed with input from the design team and following engagement and consultation with a number of external parties.

01 INTRODUCTION

The statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the relevant design frameworks. The statement explores how the physical characteristics of the scheme have been informed by the design process and explains the steps taken in the process, culminating in the eventual design solution.

This is in accordance with the requirements of the planning application processes and The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 which sets out the requirements for Design and Access Statements.



Application Boundary Aerial Plan

Key

Application Boundary

01.3 REPORT CONTENT AND STRUCTURE

The statement is structured as follows:

Section 1.0

An introduction to the site and statement overview.

Section 2.0

An explanation of the relevant local planning policy context.

Section 3.0

A site context evaluation, containing a description of the existing site and surroundings.

Section 4.0

An evaluation of the key principles considered in the design stage, including site constraints and design strategies.

Section 5.0

Provides a review of the design evolution and identifies how the pre-application consultation and engagement has informed the design.

Section 6.0

Discusses the development proposals of the proposed design, covering proposed: usage, amount, layout, scale and massing, appearance and landscaping.

Section 7.0

Outlines the vehicular and pedestrian access to and around the site.

Section 8.0

Highlights the landscaping design strategy.

Section 9.0

Covers the project's sustainability principles

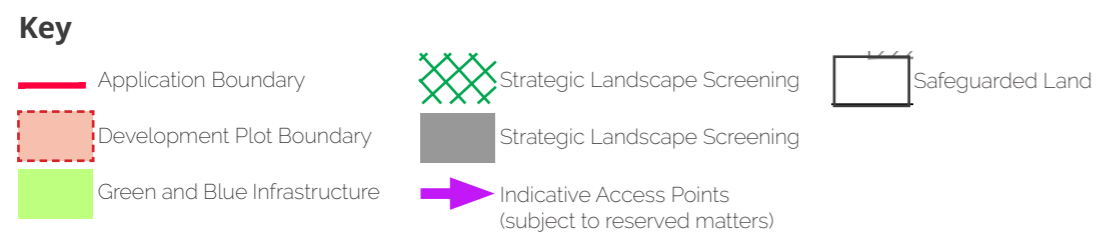
Section 10.0

Discusses the envisaged crime prevention measures & lighting strategy

Section 11.0

Offers a summarising statement for the proposal.

01 INTRODUCTION



01.4 PLANNING APPLICATION BOUNDARY

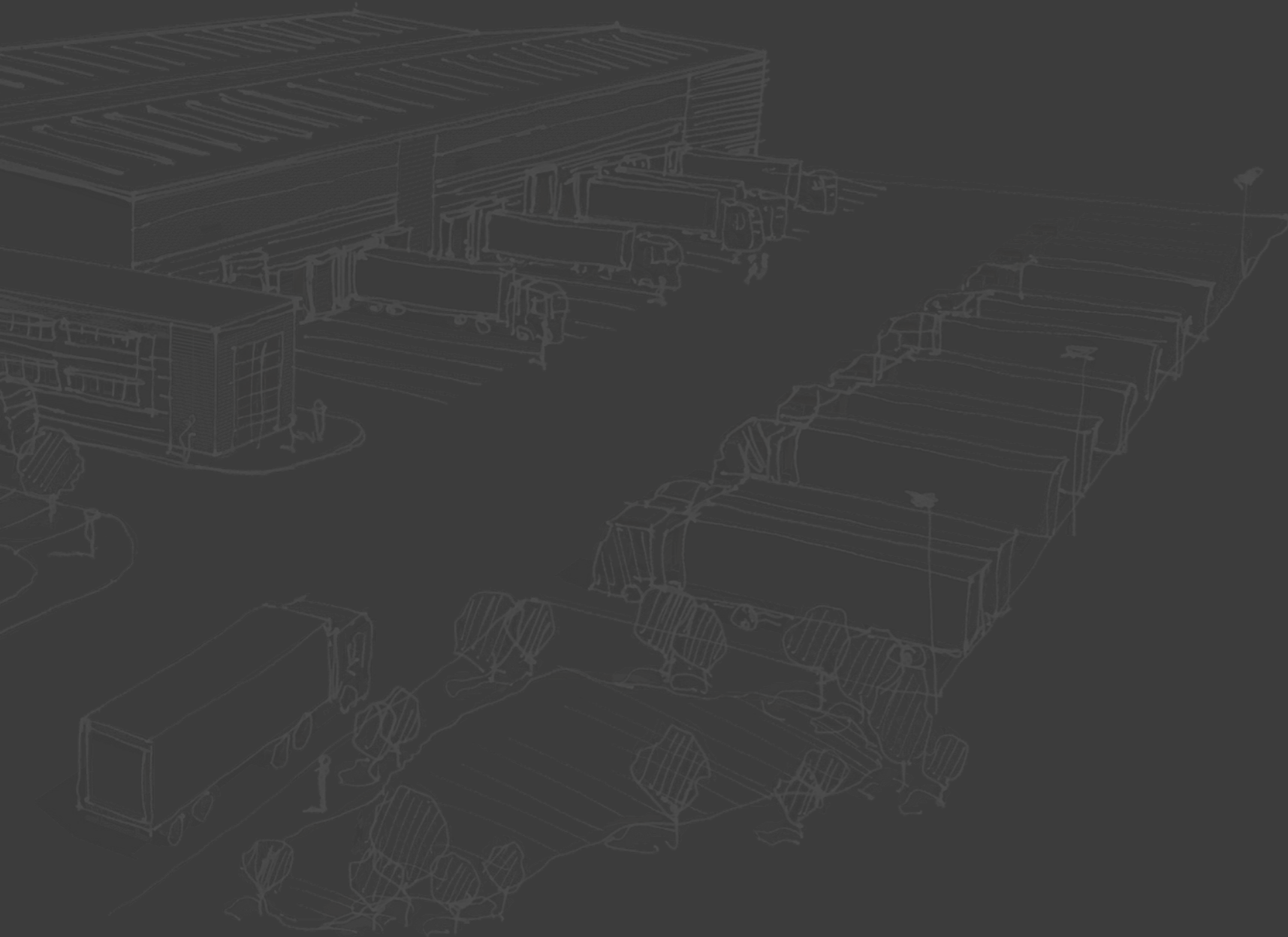
This application is a hybrid application for a total area of 85.32 Hectares (210.84 Acres). Plot 1 comprises an area of 11.35 Hectares, with Plot 2 comprising of 8.46 Hectares, Plot 3 comprising of 17.92 Hectares, and Plot 4 comprising of 6.29 Hectares totalling 44.02 Hectares.

The site is located within the administrative area of Barnsley Metropolitan Borough Council, the local authority.

Development Schedule						
Plot	Plot Size NDA (ha)	Maximum GIA Floor Space (m ²)	Plateau Height (in meters above ordnance datum)	Maximum Finished Floor Level (in meters above ordnance datum) [+1.000m above proposed plateau]	Maximum Building Height Measured to roof ridge / highest point (in meters above ordnance datum)	Ridge Height (above F.F.L. level)
Plot 1	11.35	204,000m² Total Area distributed across Plots 1, 2, 3 & 4	24.50	25.50	43.50	18.00
Plot 2	8.46		25.00	26.00	44.00	18.00
Plot 3	17.92		33.70	34.70	52.70	18.00
Plot 4	6.29		33.70	34.70	52.70	18.00
Total	44.02					
The use class applied for within each plot is primarily Class B8 with up to 30% of the floorspace being for Class B2 together with ancillary office space						

02 PLANNING POLICY

- 02.1 Local Planning Policy
- 02.2 National Planning Policy



02 PLANNING POLICY

02.1 LOCAL PLANNING POLICY

2.1.1 A detailed assessment of the planning policies will be provided in the planning statement.

2.1.2 The adopted Local Plan sets out how the Local Authority will manage the physical development of the borough, including the provision of sufficient land in strategic locations to attract more businesses to borough and to enhance existing business growth. The aim of this is to increase the number of jobs available, increasing the scope of opportunities available to local residents. It also aims to provide improved housing to meet existing need and the needs of future generations.

2.1.3 Barnsley's statutory development plan consists of the following documents:

- Local Plan
- Joint Waste Plan

2.1.4 This document has been prepared in accordance with section 6.12 of the adopted Local Plan, and with specific reference to the site specific policy for the allocation, ES10. The document has also been prepared in accordance with the Council approved Goldthorpe Masterplan Framework.

2.1.5 The Local Plan sets out guidance for the development of ES10 to be delivered as Employment Land. This guidance includes the following:

- Protect and enhance biodiversity value and on the nearby Old Moor RSPB reserve and ensure that the development avoids impacts or incorporates effective mitigation measures;
- Provide a contribution towards improvements to biodiversity within the Dearne Valley Green Heart Nature Improvement Area;
- Include the creation of a habitat corridor (at least 8m in width) along Carr Dike and a sustainable drainage scheme to ensure that rainwater falling on the site is still able to drain into the Dike aiming to improve water quality;
- Improve the highway network to mitigate the impact of additional traffic generated by the development on surrounding roads and in particular effects on the A635 and other strategic road links to the A1/M and M1 motorways;

- Provide appropriate access to housing site reference HS51 from Billingley View through the south east corner of the site;
- Retain the existing woodland and hedgerows on the site periphery;
- Retain the section of hedgerow remaining in the north-west corner of the site;
- Avoid locating any built development in Flood zones 2 and 3;
- Safeguard the setting of the Billingley Conservation Area; Give consideration to Carr Dike and the connecting unnamed ordinary watercourse which run through the site;
- Provide an air quality assessment to assess the impacts of traffic emissions within air quality management areas along the A635 and other strategic road links to the A1/M and M1. Any adverse impacts on air quality should be mitigated in accordance with policy AQ1.

2.1.6 Below is a summary of the Local Plan policies that are relevant to the site and to which the Masterplan Framework has had regard to and against which future planning applications will be assessed:

- Policy SD1 - Presumption in favour of Sustainable Development
- Policy GD1 - General Development
- Policy LG2 - The Location of Growth
- Policy E1 - Providing Strategic Employment Locations
- Policy E2 - The Distribution of New Employment Sites
- Policy E3 - Uses of Employment Land
- Policy ES10 - Land South of Dearne Valley Parkway
- Policy HS51 - Site to the west of Broadwater Estate - required appropriate access from Billingley View through the south east corner of site ES10
- Policy T3 - New Development and Sustainable Travel
- Policy T4 - New Development and Transport Safety
- Policy T5 - Reducing the Impact of Road Travel
- Policy D1 - High Quality Design and Place Making
- Policy LC1 - Landscape Character
- Policy HE1 - The Historic Environment

- Policy HE2 - Heritage Statements and general application procedures
- Policy HE6 - Archaeology
- Policy GI1 - Green Infrastructure
- Policy GS2 - Green Ways and Public Rights of Way
- Policy BIO1 - Biodiversity and Geodiversity
- Policy GB1 - Protection of Green Belt
- Policy CC1 - Climate Change
- Policy CC2 - Sustainable Design and Construction
- Policy CC3 - Flood Risk
- Policy CC4 - Sustainable Design and Construction
- Policy RE1 - Low Carbon and Renewable Energy
- Policy CL1 - Contaminated and Unstable Land
- Policy AQ1 Development in Air Quality Management Areas
- Policy UT2 - Utilities Safeguarding
- Policy I1 - Infrastructure and Planning Obligations

2.1.7 The Local Authority have set out a strategy for the borough achieving zero carbon by 2045 (Zero 45). Further consideration will be given to the following measure with future developments:

- Creating energy efficient well insulated buildings in order to reduce carbon emissions;
- Use of renewable energy sources (e.g. solar, wind, biofuels) for all or part of their energy needs to reduce carbon emissions;
- Sustainability standards such as BREEAM and CEEQUAL when designing developments;
- Implementation of sustainable drainage systems to safely deal with surface water run-off and minimise the risk of flooding;
- Identifying opportunities to incorporate space within new buildings to accommodate low carbon technology in the future, to ensure that new development is durable and adaptable;
- Recycling facilities;
- Identifying opportunities for green and solar roofs;
- Travel plans to encourage active and sustainable travel.

02 PLANNING POLICY

02.2 NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and explains how these should be applied.

Presumption in favour of sustainable development

At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 10). For decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Areas of particular importance referred to above are clarified within footnote 7, and relate to habitats sites (and those sites listed in paragraph 181) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 68); and areas at risk of flooding or coastal change.

With respect to decision making, the NPPF makes clear that local planning authorities should approach decisions on proposed development in a positive and creative way; they should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible (paragraph 38).

Building a strong, competitive economy

Support for employment generating development is reiterated time and time again within the NPPF. Paragraph 81 sets out that significant

weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Paragraph 83 goes on to outline that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations. Promoting sustainable transport

The NPPF also provides clear guidance on the consideration of development proposals from a transport perspective. Paragraph 110 states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

It goes on to suggest that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Achieving well-designed places and conserving the historic environment

The NPPF is clear that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 126). With respect to the historic environment, the NPPF states that the heritage assets, such as Conservation Areas and listed buildings,

should be conserved in a manner appropriate to their significance (paragraph 189).

Paragraph 197 of the NPPF sets out that, in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

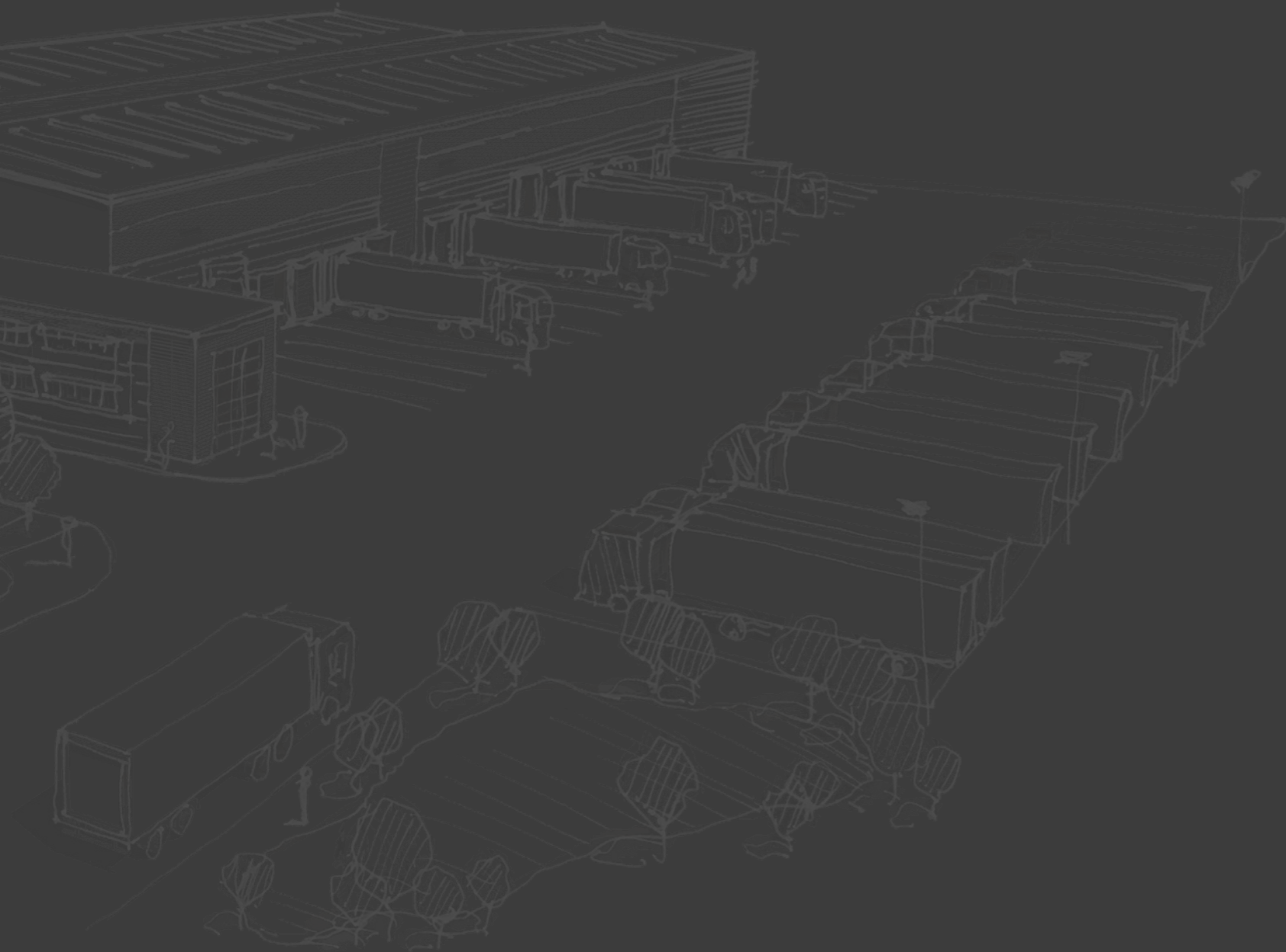
Conserving the Natural Environment

Paragraph 176 of the NPPF affords great weight to the protection and enhancement of biodiversity. It outlines the following principles for the LPA to assess development proposals against (para 180):

- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;
- c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

03 SITE CONTEXT

- 03.1 Site Location
- 03.2 Existing Site Photographic Study
- 03.3 Relevant Local Planning History
- 03.4 Site Constraints
- 03.5 Site Opportunities
- 03.6 Existing Highways and Pedestrian Access
- 03.7 Conservation and Heritage
- 03.8 Ecology
- 03.9 Green Infrastructure



03 SITE CONTEXT



Site Location - Wider Context



Site Location - Immediate Context

03.1 SITE LOCATION

The site covers Local Plan reference ES10 and is located West of the settlement Bolton on Dearne and Goldthorpe. The site is situated directly adjacent to the A635 Dearne Valley Parkway providing a connection to the M1, motorway 9 miles to the West and the A1 four miles to the East.

To the East of the site sits the Goldthorpe Aldi RDC and the Goldthorpe Industrial Estate, and to the South-East a school and residential properties. To the West of the site sits greenbelt with the RSPB Dearne Valley to the South of the site.



National Site Location

03 SITE CONTEXT

03.2 EXISTING SITE PHOTOGRAPHIC STUDY

Images 1-11 offer views onto the proposed site as it exists. A general understanding of the current boundary conditions can be taken from these photographs.



Key Plan of Existing Views

- Key**
- Application Boundary
 - Key Photographic Viewpoints



1 View South from A635



2 View South from A635



3 View South from A635



4 View South-West from Hollygrove Roundabout



03 SITE CONTEXT

03.2 EXISTING SITE PHOTOGRAPHIC STUDY



Key Plan of Existing Views

Key

-  Application Boundary
-  Key Photographic Viewpoints



5 View West from Dudley Drive



6 View West from Dudley Drive



7 View South towards Aldi Goldthorpe RDC from Dudley Drive



8 View West from Billingley View

03 SITE CONTEXT

03.2 EXISTING SITE PHOTOGRAPHIC STUDY



Key Plan of Existing Views

- Key**
- Application Boundary
 - 9 Key Photographic Viewpoints



9 View West from Carr Head Lane



10 View West from Carr Head Lane



11 View West from Carr Head Lane

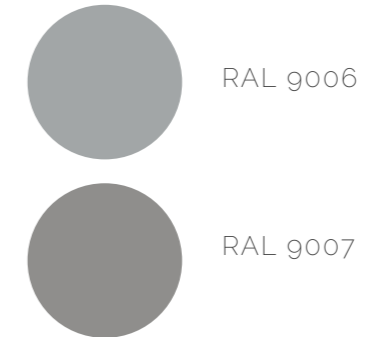
03 SITE CONTEXT

03.3 RELEVANT LOCAL PLANNING HISTORY

3.3 On a site immediately to the East, planning application reference number 2007/1645 consisted of the construction of a regional office and distribution centre (class B1 and B8) and ancillary facilities including a service station and refuse area. formation of a new access and car park, lorry parking, associated groundworks and extensive landscaping.

The scheme included a warehouse, chilled food storage areas and office space totalling 560,000ft², serving Aldi's growing portfolio of stores across South and West Yorkshire, Lincolnshire and Derbyshire, employing some 400 staff.

3.3 Aldi RDC Goldthorpe is located to the immediate East of the site boundary, of which planning permission was successfully granted in October 2010. The building provides a consistent colour palette primarily consisting of RAL 9006 and RAL 9007. There is opportunity for the proposed scheme to respond positively to the immediate context, through the implementation of an aesthetically pleasing colour palette and considered zonal master planning.



Aerial Photograph - Aldi Goldthorpe RDC



Aldi Goldthorpe RDC Part Elevation

- Aluminium Parapet DB 703
- Flat metal cassettes RAL 9006
- Glazed Panel
- Glazed Canopy
- Aluminium Window Frames RAL 9006, RAL 9007
- Louvres RAL 9006



Elevation Photograph - Aldi Goldthorpe RDC



Aldi Goldthorpe RDC Part Elevation

- Aluminium Parapet DB 703
- Insulated Metal Panel System (sinuous metal panel) RAL 9007
- Precast Concrete Sandwich Elements - Light Grey
- Dock Door RAL 9006

03 SITE CONTEXT

03.3 RELEVANT LOCAL PLANNING HISTORY

3.3 To the East of the site sits the existing Goldthorpe Industrial Estate which began expanding in the 1980s, but most notably between 2000-2015 through a string of successful planning applications.

The site hosts a plethora of industrial units each providing varying examples of finish and aesthetic appeal.



Photograph 01 - TLS Recruitment Agency



Photograph 04 - Dibor E-Commerce



Photograph 07 - Mallinson Transport and Warehousing



Photograph 02 - A&S Packing



Photograph 05 - Holme Farm Produce



Photograph 08 - Multiple Occupied Units



Photograph 03 - Tekfloor Ltd.



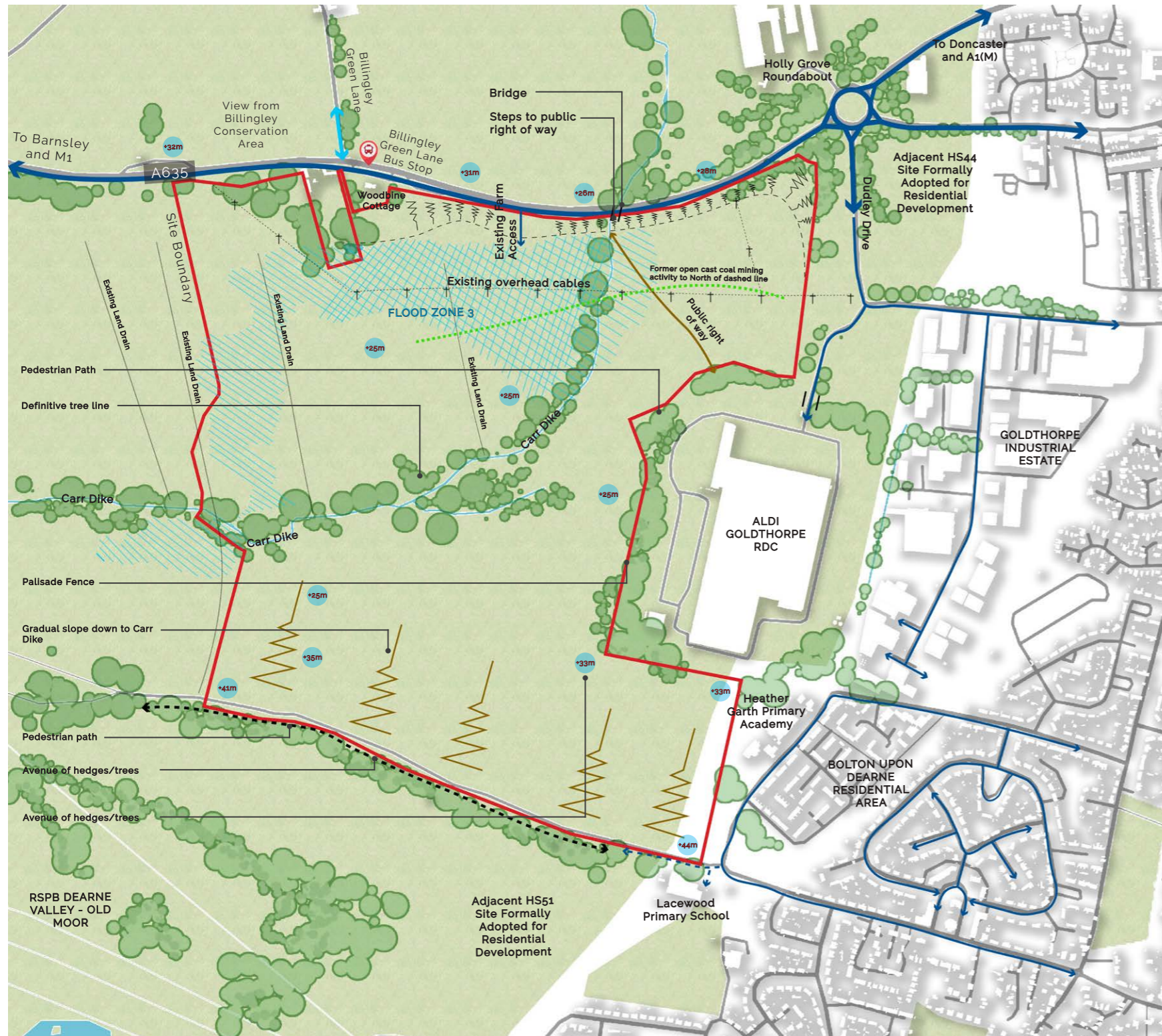
Photograph 06 - Premier Technical Ltd.



Photograph 09 - Multiple Occupied Units

03 SITE CONTEXT

03.4 SITE CONSTRAINTS



The adjacent site constraints diagram identifies the main constraining features inherent within the site.

Existing Character

The site predominantly comprises arable farmland. The central part appears fairly flat, with the North and South of the site providing more significant changes in level. Fields are divided by hedgerow field boundaries. Part of the site is affected by flood zones 2 and 3, particularly along the Carr Dike.

Topography

The landform of the central part and Eastern/Western part of the site is relatively flat at approximately 25 metres AOD. There is a change in level to the North of the site leading up to road level in line with the A635 which stands at approximately 26 - 32 metres AOD. To the South of the site the land levels change to approximately 33 - 44 metres AOD leading up to the public footpath. Detailed analysis of the site levels has been done to design plateaus to screen future development and minimise visual impact to the surrounding context.

Visual Impact

Key public viewpoints have been established to allow the modelling of the topography and building heights to generate a visual assessment for the site. This has explored the nature of the existing visual amenity of the area and sought to establish the approximate visibility of the site from surrounding locations and receptors. There are currently views of the site from Billingley Conservation Area situated 1 mile to the North of the site. There are also views from existing and proposed housing developments to the site.

Services

Three existing underground land drains have been identified crossing the site, all of which travel from the North side of the site down towards Carr Dike. There are also existing overhead cables which run on an east/west axis toward the north of the site.

Existing Buildings

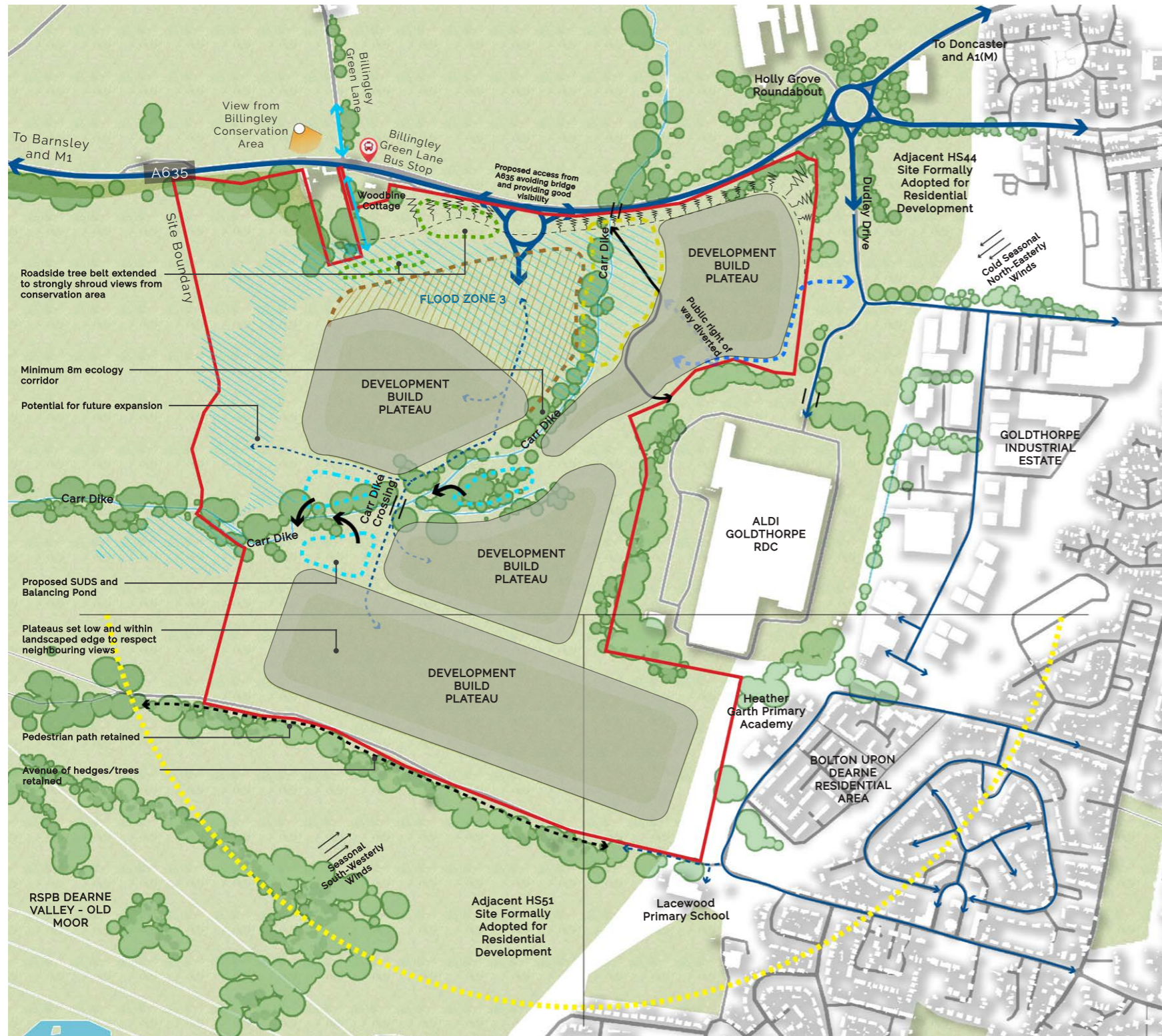
Two residential properties sit to the North of the site accessed via the A635. To the East of the site sits the Aldi Goldthorpe RDC followed by the Goldthorpe Industrial Estate, accessed via Dudley Drive. Heather Garth Primary Academy sits to the South-East of the site followed by a residential area predominantly consisting of two-storey semi-detached properties.

Ecology

There is an existing water course (Carr Dike) transecting the site from the West of the site, alongside a range of tree types and hedgerows. RSPB Dearne Valley is located to the South-West of the site, alongside an SSSI - Bolton Tip, Bolton Ings and Old Moore. Furthermore, there is an adjacent Green belt to the North, West and South of the Site. A further exploration of the ecology evident on site has been explored in section 3.7.

03 SITE CONTEXT

03.5 SITE OPPORTUNITIES



The adjacent site opportunities diagram identifies the main opportunities emphasised by the site.

Natural Dichotomy

There is an opportunity to utilise the natural split created by the Carr Dike ecology corridor which transects the site. The situation of Carr Dike can aid with the implementation of appropriate development plateaus, thus ensuring the future development responds more meaningfully to the immediate site context.

Development Plateaus

Large level development plateaus are achievable through the use of cut and fill and bunding. Alongside providing suitable areas to develop successfully, the careful consideration of plateau levels and location can aid in minimising visual impact on the surrounding context.

Access

A new roundabout is consented to the North of the site which will provide the primary access to the site.

Tree Belt

As a result of the new roundabout to access the site from the A635, there is opportunity to enhance the tree scape either side of this access point and internal estate road.

Levels Bunding and Treescapes

Through the considered implementation of design plateaus and the use of bunding and treescapes, visual impact can be minimised. The Billingley Conservation Area is located approximately 1 mile to the North of the site, by which situating treescapes to the North side of the site will minimise the visual impact from the Conservation Area.

Ecological Enhancements

There is an opportunity to ecologically enhance the site through the implementation of a SUDS (Sustainable Urban Drainage System), and a carefully considered landscape strategy.

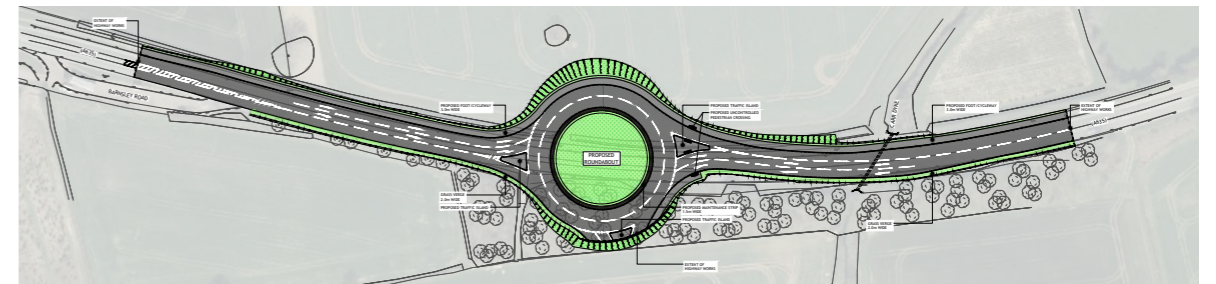
03 SITE CONTEXT



03.6 EXISTING HIGHWAYS AND PEDESTRIAN ACCESS

----- Adjacent roads and vehicular access points

The site is bound to the North by the existing A635 and to the East by Goldthorpe Industrial Estate. Access to the site from the North would aim to utilise the newly proposed roundabout on the A635 which is now under construction.



Proposed New Roundabout (Planning Reference: 2021/1511)

Public Transport

Whilst walking and cycling offer an attractive alternative to the private car for many short – and medium – distance trips, bus travel can also be an effective option. In particular, quality bus services offer the potential to replace car travel locally.

Bus services which run near the site include the X19, 208, 218 and 218a service, each utilising the Billingley Green Lane Bus Stop, Highgate Dudley Drive Bus Stop, and the Darfield Balkley Lane Bus Stop, which provide links to Barnsley, Doncaster and Rotherham.

Goldthorpe Train Station is located approximately 2km to the North-East of the site. The station operates on the Wakefield Line and provides hourly rail services between Leeds and Sheffield from Monday to Saturday, with a reduced service on Sunday.

Bus Stop	Distance from Site	Servicing
Billingley, Billingley Green Lane	0.15km	X19, 208, 218, 218a
Highgate, Dudley Drive	0.5km	X19, 208, 218, 218a
Darfield, Balkley Lane	1.53km	X19, 208, 218, 218a

Public Rights of Way

There is currently a public right of way on the site, providing a route from the Carr Dike bridge on the A635 to the West of the Aldi RDC which connects to Barnsley Road. The PROW is currently not well used, and is not suitable for a variety of users. The proposal includes to improve the PROW link to Carr Field Lane.