

# 08 LANDSCAPING



Proposed Landscaping Site Plan

## 08.1 PROPOSED LANDSCAPING DESIGN

Detailed permission is sought for the strategic and structural perimeter landscape and green and blue infrastructure for the site. Further landscaping will be included within the development plots, to be determined through future reserved matters applications.

The landscaping strategy aims to enhance the amenity value of the site and provide an attractive and welcoming environment sympathetic with the existing landscape character of the area. In order to achieve this the following targets and objectives will be met;

- Recognise and respect existing landscape character;
- Conserve and enhance landscape areas and features where possible as an integral and structuring part of the landscape framework;
- Create a high quality new landscape framework, including woodland and structure planting, hedgerows, other mixed habitats, open spaces and sustainable drainage features giving rise to biodiversity enhancements;
- Provide significant new planting as part of a thorough and long-term approach to the growth and management of the overall landscape framework;
- Minimise any potential adverse landscape or visual effects through the application of best practice design principles and careful attention to design through all stages of the development process; and
- Adopt specific landscape measures to mitigate any potential adverse landscape, visual or other environmental effects (e.g. screen mounding proposals).

The proposals include the following:

- A strong landscape framework forms an integral part of the Proposed Development, comprising the conservation of existing hedgerows and trees where possible, reinforced by significant new tree, hedgerow and shrub planting and other habitats. The formation of new earthworks and mounding proposals to the main site's perimeter will include much of this new native planting and will be important in mitigating and screening views of the Proposed Development from beyond the boundary.
- Largely native trees and shrubs would be used to reflect those in the existing locality. A mix of planting sizes and densities would be adopted to satisfy the differing objectives, principally those of providing amenity and a level of screening and filtering in the short and longer terms and of establishing well balanced woodland and planting habitats.
- At a strategic level, these proposals will reflect the broad stated aims and approaches outlined in the Natural England Green Infrastructure (GI) and the National, County and District based landscape character and GI guidance.

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## 08.2 SITE PERIMETER INFRASTRUCTURE

In order to establish the perimeter design criteria a Landscape and Visual Impact Assessment (LVIA) has been prepared which forms part of the overall Environmental Statement for the Proposed Scheme.

The main elements of the site's structural landscaping has been developed around the perimeter of the site and focuses on woodland planting and specimen avenue trees to roadsides. Detailed planning permission is sought for these elements and they will be developed as part of the advanced works within the site. This provides extensive screening, ecological habitats and passive/ active recreational space for walkers and cyclists.



Indicative Views of Car Park



Forestry image

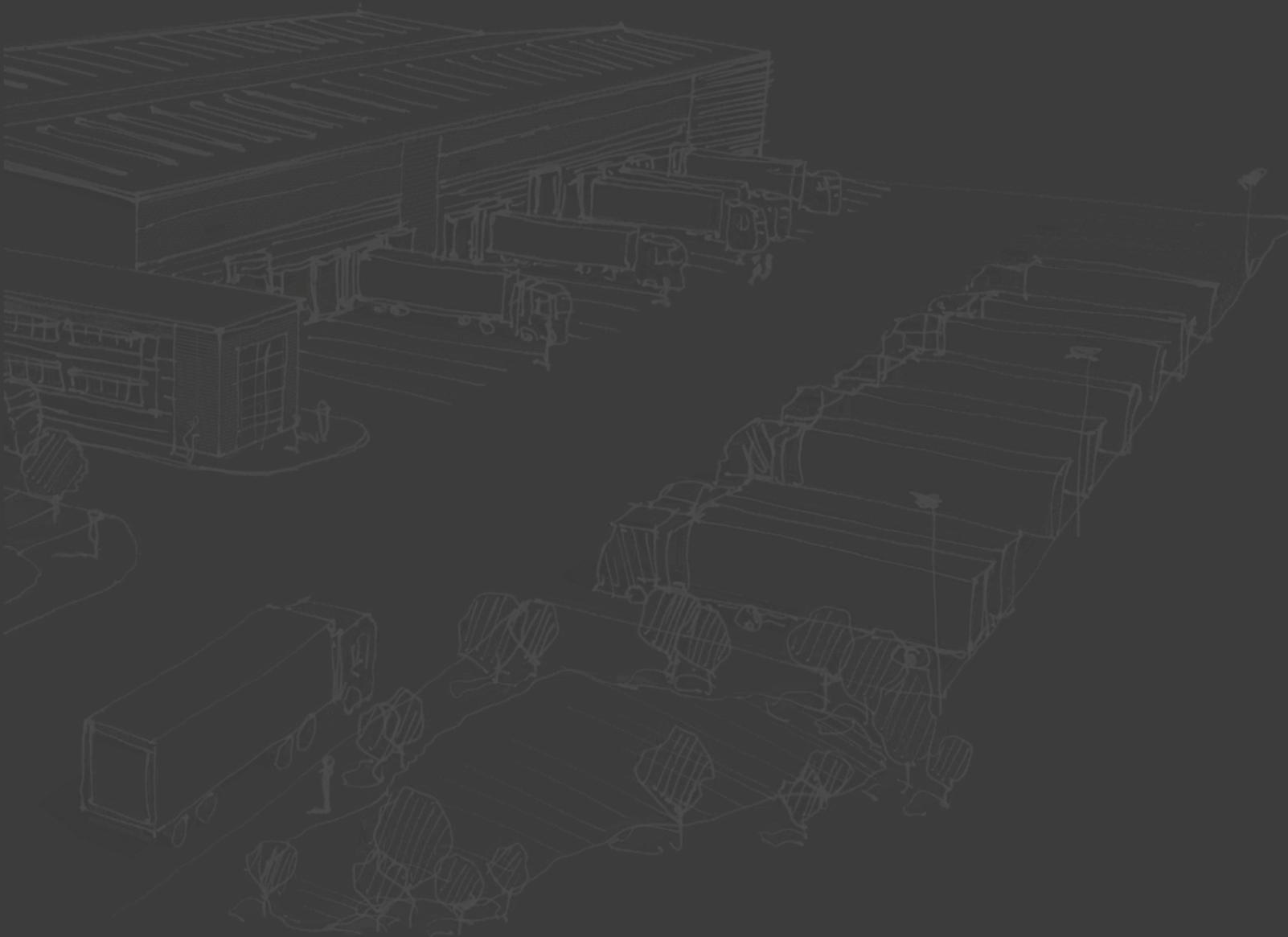


Avenue trees Image



# 09 SUSTAINABILITY

- 09.1 Sustainability, Wellbeing & Biophilic Concepts
- 09.2 Future-Proofing for Net Zero Carbon



# 09 SUSTAINABILITY



Exploring enhanced bus and public transport options



Priority parking for car sharing schemes as part of site - wide Travel Plan



Electric Bike Charging



Bird and bat boxes in established trees



Exploring locally sourced planting for landscape areas



Safe cycle and pedestrian routes around site



Biodiverse SuDS drainage ponds



Rainwater harvesting for use in WCs to reduce water consumption



Secure cycle storage and shower facilities for offices



Water Saving Taps & Dual Flush WCs

## 09.1 SUSTAINABILITY, WELLBEING & BIOPHILIC CONCEPTS

The Sustainability Strategy for the development not only conforms to all national and local planning policies, it also aims to achieve the highest viable levels of sustainable design and construction, whilst minimising environmental impacts. The proposed buildings which will be applied for under subsequent reserved matters applications will be designed to high environmental and quality standards, the key features of which are illustrated in the adjacent image and summarised as follows:

- To provide a high-quality development that is adaptable and resilient to future climate change, with all buildings built to achieve at least a BREEAM 'Excellent' rating under the New Construction 2018 scheme;
- To support the move towards a circular economy by using recycled materials where possible and eliminating waste to landfill;
- To commit to an operational (regulated at energy only) carbon net zero;
- An additional 0.15kN/m2 roof loading for future Photovoltaic extension;
- To create a safe and friendly environment that will be flexible to the needs of its occupants, encourages active travel and creates a sense of wellbeing;
- To have a positive impact on the local community by connecting the development with local residents and natural settings through sustainable modes of transport and green spaces, whilst being considerate of local residents during construction;
- To future-proof the development for the transition to zero carbon, including significant provision for EV charging and renewable energy technologies comprising solar PV, solar thermal and air source heat pumps and an 'A' Rated Energy Performance Certificate (EPC);
- To create a development that adds significant social value to the area.

### Facilitating Electric Vehicles

5% Active and 20% passive electric charging points will be provided within the car parks of each building to provide employees with the infrastructure to charge their EV's. The use of EVs (both cars and cycles) will also be encouraged via the sustainable travel plan to be developed as part of future reserved matters applications.

### Cycle Store and Showers

To encourage staff to cycle to work, cycle stores and showers will be proposed.

### Percussion (push) Water Saving Taps

These taps require pressure to be turned on and automatically turn off when not in use. The taps can be set to operate for a few seconds only. This reduces water use by elimination of dripping and taps being left on, sometimes for long periods. In addition, the taps reduce the flow of water so that a reduced amount of water is used for each washing event.

# 09 SUSTAINABILITY



Electric Vehicle charging points - 5% active and 20% passive



Carpets with 80% recyclable yarns



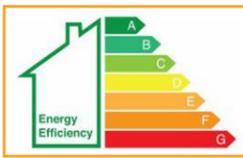
Recycled material partitions and mineral fibre ceiling tiles



Recyclable frame and envelope solution



Minimum BREEAM 'Excellent' but working with occupiers to achieve higher ratings



EPC A-Rated Buildings



Enhanced facade system to meet air tightness as low as 1.5m<sup>3</sup>/hr/m<sup>2</sup> at 50Pa



15% Rooflights that maximise natural daylight and minimise lighting demand



LED lighting with PIR & daylight sensors to internal and external areas



Solar Thermal to supplement hot water provision



15% Solar PV provision, with Solar-ready roofs for achieving zero-carbon reductions



Air Source Heat Pumps to provide low carbon heating & cooling

## 09.2 FUTURE-PROOFING FOR NET ZERO CARBON

### Natural Daylight/Rooflights

High levels of natural daylight will be provided, wherever possible, through effective window design and 15% roof lights to the warehouse space to reduce the need for artificial lighting

### EPC

The applicant will also implement the requirements of the Energy Performance of Buildings Directive and assess the operational energy performance of the building, targeting an 'A' rated Energy Performance Certificate (EPC).

### Solar Technologies

Building roofs will be solar ready for the installation of PV panels.

### Air Tightness

In accordance with the requirements of a low energy building, the air tightness characteristics will be addressed. Through robust design and detailing the building will achieve high air tight standards to mitigate air leakage, far in excess of current Building Regulation minimum requirements.

### BREEAM

In order to benchmark the environmental performance of the building, the applicant will carry out an assessment against the Building Research Establishment (BRE) Environmental Assessment Method (BREEAM). This is a voluntary scheme that aims to quantify and reduce the environmental burdens of buildings by rewarding those designs that take positive steps to minimise their environmental impacts. Projects are assessed using a system of credits which results in a formal certification giving a rating on a sliding scale. The proposed buildings will achieve a minimum BREEAM rating of Excellent.

Minimum BREEAM Excellent rating to promote high energy performance, water use reduction and on-site renewable energy;

Promoting sustainable transport options including public transport, walking and cycling for future end users;

New and replacement biodiverse landscaping, tree planting and sustainable drainage strategy.

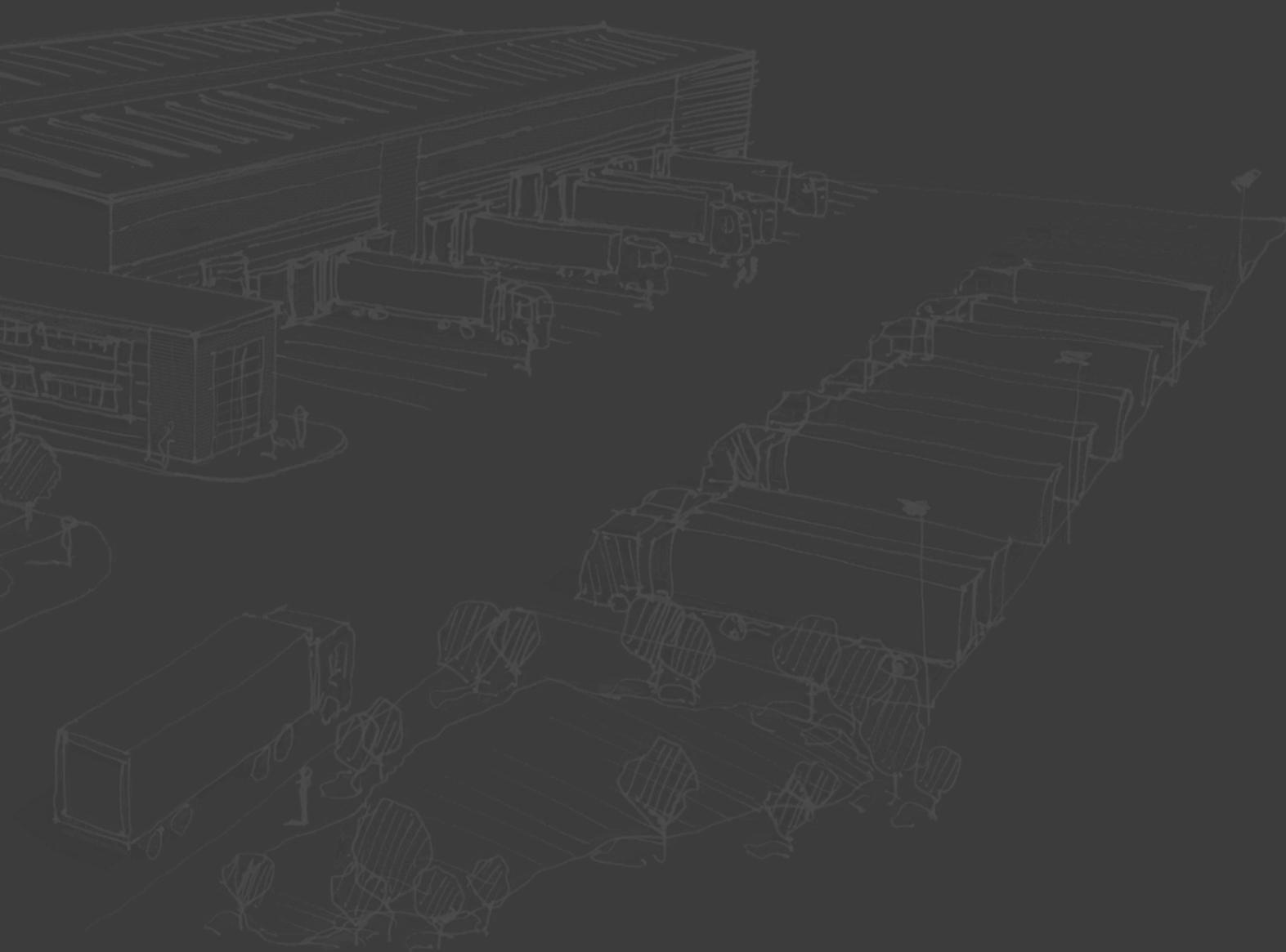
All electric buildings with potential use of on-site renewable energy such as air source heat pumps and PV panels;

Minimum EPC rating of Band 'A' with a target for A+;

Electric vehicle charging points.

# 10 CRIME PREVENTION & LIGHTING STRATEGY

- 10.1 Crime Prevention Strategy
- 10.2 Access and Movement
- 10.3 Structure
- 10.4 Physical Protection
- 10.5 Lighting Strategy



# 10 CRIME PREVENTION & LIGHTING STRATEGY

## 10.1 CRIME PREVENTION STRATEGY

Consideration has been given to the illustrative layout of the development to ensure personal safety. This relates not only to ensuring that the illustrative layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the site can move freely without risk of injury.

## 10.2 ACCESS AND MOVEMENT

Spaces and pedestrian routes are currently well defined with easy to recognise entrances; this provides convenient movement without compromising security. Proposed car parking is provided in the most prominent locations possible.

## 10.3 SURVEILLANCE

Natural surveillance will be a key factor in the overall design of the site and the positioning of the offices overlooking proposed car parking will offer a high degree of visual control. The building's designs and layouts will be considered to minimise visual obstacles and eliminate places of concealment and any potential dark areas will be well lit.

Formal surveillance will be in the form of an extensive CCTV system provided in line with the occupier's requirements.

## 10.4 PHYSICAL PROTECTION

Boundary protection will be provided to all service yard areas, but will be considered to maximise natural surveillance.

## 10.5 LIGHTING STRATEGY

The proposed 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. Lighting for all adoptable roads, footpaths and cycle ways shall be agreed with the Local Authority.

The following general principles and design considerations shall govern the detailed lighting design:

- the requirements for nature conservation shall be integral to the lighting design;

- lighting shall be designed to be sensitive to and provide an appropriate interface between the Development and the surrounding context;
- lighting shall provide a safe environment during dark hours;
- lighting shall be controlled by switching/dimming regimes where appropriate; and
- lighting shall be of a high quality and designed to minimise all forms of light pollution.

LED luminaires shall be mounted on the outside of the proposed buildings and on columns to provide lux levels in accordance with the submitted lighting design by DFL.

Car parking and road areas shall be lit from columns no greater than 8 metres in height to provide an average of 15 lux, with a minimum of 5 lux at kerb lines.

Illuminance shall increase locally to 50 lux at staff entrances and in loading bay areas.

### Nature Conservation

Where adjacent ecological sensitivities are identified, care shall be taken to prevent light spill onto habitat through careful design and positioning of lighting units. Supplementary mitigation shall be employed at detailed design stage if needed. This can include the following, used singly and in combination:

- Local reduction of lighting level
- Reduced mounting height
- Luminaire shields to block light spill
- Warm white LED sources (peak wavelength >550 nm, zero UV emission)
- Construction phase: lighting extinguished after dark during the sensitive season.

All lighting within or near to sensitive habitat shall be designed in consultation with an ecologist and in accordance with ILP/Bat Conservation Trust 'Bats and Artificial Lighting in the UK'.

### Transport and Access

The following principles and design considerations shall be followed for street lighting:

- all new or upgrading of street lighting shall be assessed for its benefits to the community from safer roads, reduced night time crime and the improvement or regeneration of the area involved;

- all new or upgrading of street lighting shall be designed as appropriate for the road classification and in accordance with BS 5489-1:2020. All designs shall be approved by the Street Lighting Manager or Lighting Engineer;
- a lighting class shall be chosen to provide adequate levels of illumination for the task required. The lighting class shall be selected in accordance with PD CEN/TR 13201 Part 1 with the lighting levels in accordance with BS EN 13201 Part 2. The checking of lighting levels shall be in accordance with BS EN 13201 Part 4; and
- the option of part night operation shall be considered.

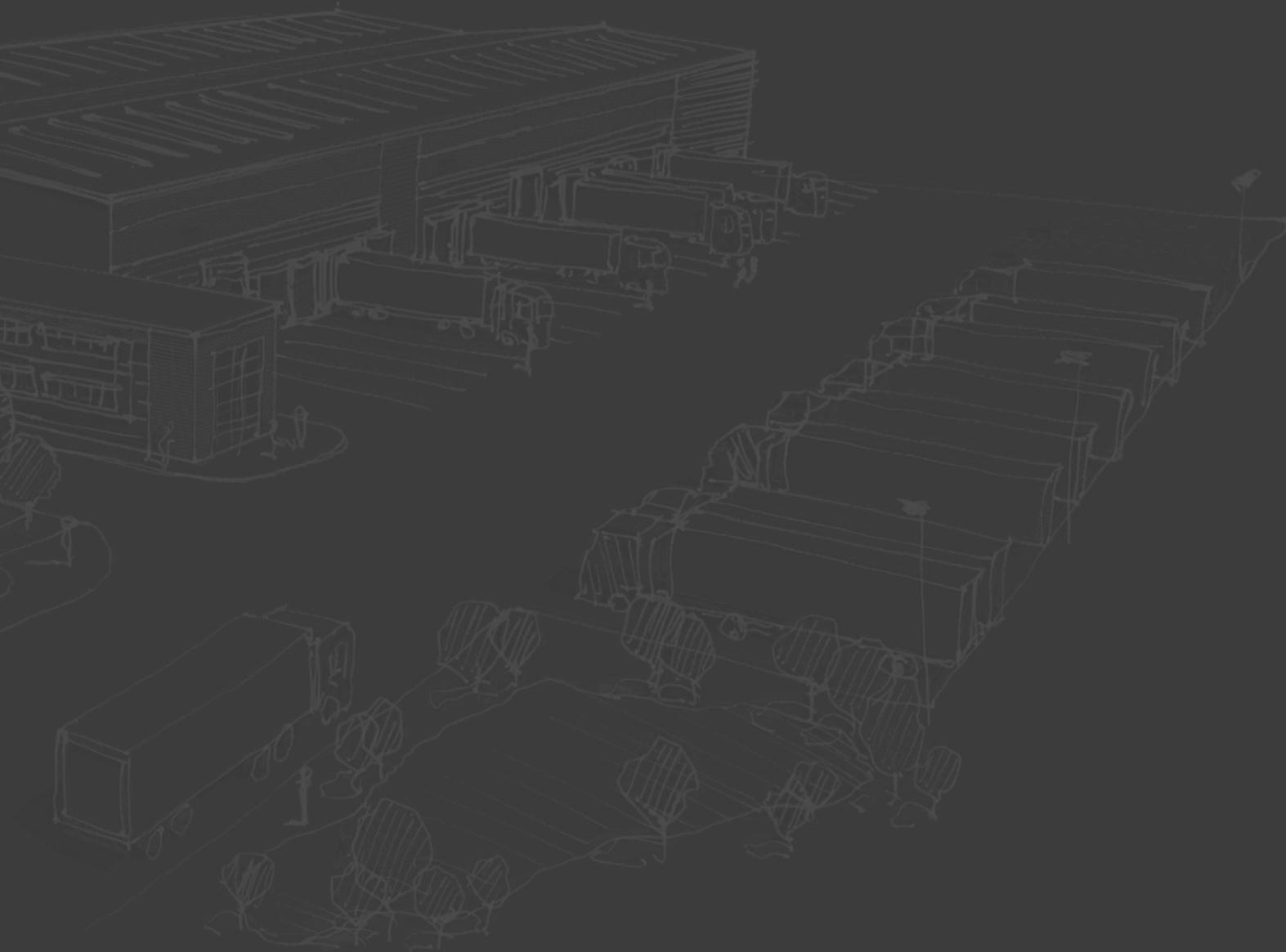


Indicative Plot Frontages



Indicative Security Fencing

# 11 SUMMARY



# 11 SUMMARY



*Illustrative Aerial View of Development*

## 11.1 SUMMARY

This Design and Access Statement forms part of the hybrid planning application supporting the delivery of a high-quality development which will attract leading national and international logistics businesses as well as locally based businesses seeking to expand. The site delivers a scheme aimed to present as a best in class employment location and an economic asset Barnsley District Council.

The site is commercially attractive for a distribution/logistics hub being well connected to the A1(M) and M1 Motorway, and strategic road network in a region which has a significant under supply of logistics accommodation. The development represents a substantial investment to the area and has been developed in conjunction with national and regional development aspirations

Natural Connectivity is achieved through a 'landscape led' design philosophy, integrating the scheme back into the local area whilst enhancing and expanding existing green and blue infrastructures. Benefiting from these improved natural resources, pedestrian and cycle circulation is prioritised and encouraged throughout the development.

High quality design will be executed throughout the development through carefully sited and appropriately sized built forms. Quality architecture will establish a strong sense of place, which is complementary to the site location.

Illustrative building designs have been provided for the outline plots, to allow a glimpse into future reserved matters applications. Whilst designed individually, the overarching architectural language will read as a cohesive development, fit for purpose and providing a safe and accessible development for all to use.

The proposals seek to approach sustainability through implementation of a range of passive and active sustainable design measures.

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