

Proposed Mixed Use Development
Rockingham 1
Dearne Valley Parkway
Barnsley
South Yorkshire

Design and Access Statement

11462 DA03
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1.0 Background

1.1 Introduction

This Design and Access Statement has been prepared by The Harris Partnership Ltd (Architects) on behalf of Harworth Estates.

The requirement for Design and Access Statements has arisen in response to the need to promote better quality and more sustainable design in development, now enshrined through changes to the 1990 Planning Act and the GDPO.

The site is located adjacent to Dearne Valley Parkway, Barnsley, close to Junction 36 of the M1 Motorway. The planning application site covers an area of 20.65 acres (8.36 hectares) including works to the existing Rockingham Roundabout and an area for surface water drainage attenuation works/soft landscaping.

The application seeks permission for the following:

Part A: Full planning application for creation of access roadway and associated infrastructure.

Part B: Outline planning application for a phased, mixed-use development comprising employment uses (B1bc/B8 with ancillary office B1a), hotel (C1) and/or car showroom/garage (sui generis/B2), food & drink (A3, A4) with associated infrastructure. Approval sought for access. All other matters reserved.

1.2 What should be Included in a Design and Access Statement

The following text is taken from the Government's Planning Portal website:

"A Design and Access Statement must:

- (a) Explain the design principles and concepts that have been applied to the proposed development; and
- (b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.

Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed."

2.0 Context

2.1 Site Location and Context

The application site is located 6 miles to the north of Barnsley Town Centre. The centre of Rotherham is approximately 9.3 miles to the south-east. Barnsley Roundabout (Junction 36, M1) is located approximately 0.4 miles south of the site.

Approximately 300m to 400m towards the north-east, along the dual carriageway, is Shortwood Business Park. A residential development associated with the village of Birdwell is located directly to the west of the site. Rockingham Industrial Estate is located west of Rockingham Roundabout, directly south of the existing residential development to the west of the site



Figure 1
Location plan taken from Bing Maps with the planning application site identified within the surrounding context

2.2 Previous Use

The site was part of the former Rockingham Colliery and was used for open cast mining until 1995 and is now currently grassed land with shrubs and trees around parts of the perimeter.

Please see the Appraisal of Ground Conditions and Coal Mining Review submitted with this planning application and the Geo-environmental Site Assessment for full details of the existing underground site conditions.

2.3 Topography

The boundary to the south east is demarcated by a timber post and rail fence, beyond which is a wide grass verge running parallel to the Dearne Valley Parkway (A6195).

The north-western boundary is demarcated by an existing hedge line, beyond which are open fields running out towards Hay Green Woods.

The south-eastern boundary to Dearne Valley Parkway is interjected by an underground water attenuation tank, encompassed by a high level mesh fence and capped with barbed wire.

A large area of the application site to the north-east (circa 5.5 acres) is currently established with a small woodland area and footpaths surrounding a central pond. This area is intended to be utilised purely for surface water drainage attenuation and soft landscaping improvements.

The north-eastern boundary is defined by the edge of an open grass field.

An existing public footpath traverses the site to be developed from Dearne Valley Parkway towards the north-western boundary.

The site ground levels of the area to be developed rises from the north-eastern corner to the south-western corner by approximately 5m. The change in level is less across the site from the north-western corner to the south-eastern corner, with a rise in level of approximately 2m.

An existing drain runs 3m within the site along the north-western boundary and has a 3m easement associated with it.

Overhead power lines enter the south-western corner of the site, tapering their way up to the north-western corner. There is a 7.5m easement associated with these power lines.



Figure 2
Location plan taken from Google Maps with the extent of the planning application site shown highlighted within the red line

2.4 Site Photographs



Figure 3
Photograph taken from Google Street View looking north west towards the site from Rockingham Roundabout with Dearne Valley Parkway on the right



Figure 4
Photograph taken from Google Street View looking east towards the site from Dearne Valley Parkway with the existing water attenuation tank compound in the foreground



Figure 5
Panoramic view of the site looking north-west towards from Dearne Valley Parkway across towards the residential development adjacent to the western boundary



Figure 6
Photograph looking north-east with the site on the left and Dearne Valley Parkway on the right



Figure 7
Photograph looking north-west from Dearne Valley Parkway with the existing public footpath gateway in the foreground



Figure 8
Photograph looking north showing the existing public footpath heading towards the north corner of the site



Figure 9
Photograph looking north along the western boundary



Figure 10
Photograph looking south along the western boundary

2.5 Ecology and Trees

In their response to the EIA Screening letter the Council acknowledged that the site has little ecological value. Notwithstanding this, a range of ecological surveys have been undertaken. The key findings are detailed within the Ecological Report which accompanies this application.

A Breeding Bird Survey was carried out in 2013 and a Winter Bird Survey 2013/14 by Applied Ecological Services Ltd. The diversity was considered to be moderate due to the site area being mainly grass land and numerous paths open to the public creating high levels of disturbance. The small woodland area to the north-east of the site is not intended to be developed with building work and has been assigned for surface water drainage attenuation serving the proposed development.

The small pocket of woodland in the far south west corner is proposed to be retained within the soft landscape buffer zone. Beyond the proposed development site within the northeast part of the application site it is proposed to provide a sustainable urban drainage system (SUDS) comprising a pond and watercourse (subject to technical survey/design) which will require the removal of vegetation to create the system. The SUDS will ultimately provide enhanced habitats and landscaping in this area.

3.0 Policy Context

The following text has been taken from the planning policy context summary of the Planning Statement which has been submitted with this planning application:

- The site is identified for employment use within the current Development Plan.
- The draft Development Framework for Junction 36 sites states that the principle of alternative/ancillary uses is considered to be acceptable in prominent locations (i.e. close to Rockingham Roundabout).
- National and Local Planning Policy promotes development of a high quality design on previously developed (brownfield land).
- New development should take into account the need to protect the amenity of existing residents.
- New development should provide all necessary infrastructure.
- New development should incorporate energy efficiency measures to reduce carbon dioxide emissions to 15% for applications submitted up to 2015.

4.0 Development Parameters

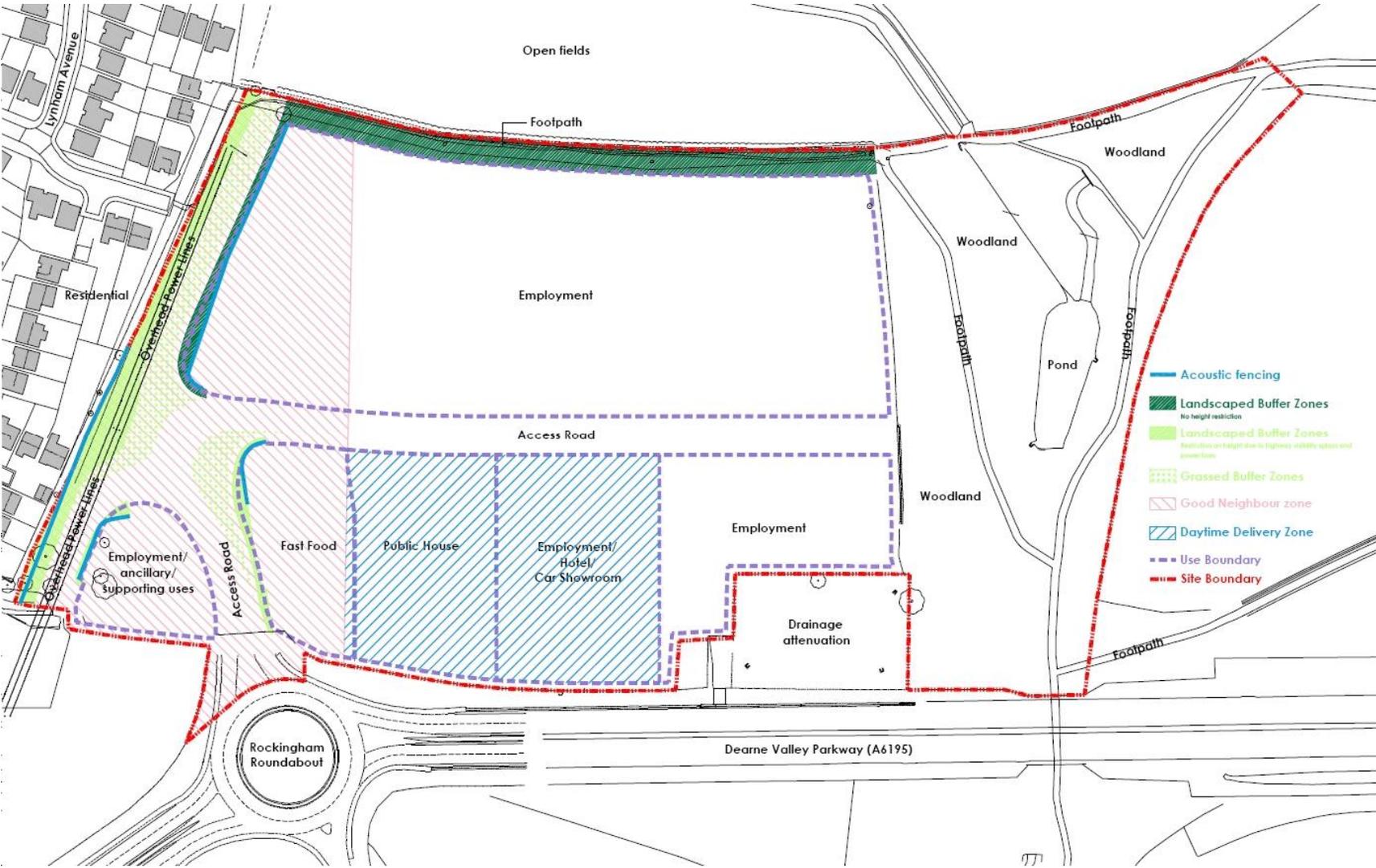


Figure 11
Parameters plan indicating the design constraints of the site

4.1 Access

Rockingham Roundabout is already established to the south of the site and therefore the natural location for vehicular access is from the northern arm of this roundabout. Due to the large area of the site, it is necessary to provide a new estate road which bisects the site approximately east to west. This allows for the site to be subdivided easily into several plots.

4.2 Residential Amenity

It is important to address the amenity of the existing residential areas adjacent to the western boundary. Therefore, a 10m wide, soft landscaping buffer zone has been incorporated into the site along the north-west boundary and additional landscaping/fencing and operational controls proposed.

4.3 Overhead Power Lines

There are existing overhead power lines running approximately parallel to the western boundary with associated easements which restrict development. Planting of small shrubs is permitted within the easement, subject to approval from the statutory board.

4.4 Good Neighbour Zone

A good neighbour zone has been established within a large area adjacent to the boundary of the existing residential areas as shown in Figure 11 (Parameters Plan). This zone will form an area which has restricted uses, layout, external lighting, hours of operation, etc in order to protect the residential amenity nearby. Please see the Planning Statement for further details.

5.0 Proposed Development

The proposed development is primarily for a mixed use employment park. Ancillary and supporting uses are proposed around the access from Rockingham Roundabout. These are uses such as a fast food drive-thru restaurant, a public house/family restaurant and a car showroom. The larger employment uses will be situated towards the rear. The employment buildings will generally be typical portal frame warehouse type structures with metal cladding to the envelope. They will have associated hard standing service yards and segregated parking areas. These will be provided within separate plots along a new estate road and will be of varying sizes, subject to tenant requirements and will range from 7,000sqft to 40,000sqft.

The area of the site to the north-east is designated for surface water drainage attenuation and no buildings are proposed within this part of the site.

6.0 Design Principles

6.1 Use

The proposals are primarily for a mixed use employment park with ancillary uses such as a fast food restaurant, public house and car showroom. Please see the Planning Statement which accompanies this planning application for further details of the site's planning use history and current planning policies.

6.2 Amount

The Illustrative Masterplan shows:

Employment Units (varying sizes)	10,916sqm (117,500sqft)
Fast Food Restaurant	348sqm (3,750sqft)
Public House	871sqm (9,375sqft)
Car Showroom	1,858sqm (20,000sqft)

For detailed use/floorspace information refer to section 4.3 of the Planning Statement submitted within this application.

6.3 Layout

Although this outline planning application does not consider layout, it is the intention that the fast food restaurant/public house/smaller employment units be accommodated along the frontage of Dearne Valley Parkway and close to the roundabout and residential area. This strategy acts to soften the scale of the development from the more sensitive aspects of the site. The larger scale employment units would be sited away from the residential area and to the rear of the site, i.e. towards the north.

A 10m soft landscaped buffer zone is proposed to the western boundary in order to protect the amenity of the existing residential development. This 10m buffer zone is also proposed to wrap around the north-eastern corner and follow the northern boundary up towards the north eastern corner.

The blue lines shown in Figure 12 show the extent of proposed acoustic fencing. Acoustic fences are environmental noise barrier systems that assist in the reduction of noise. The proposed fencing would be constructed in timber to soften the aspect from the nearby residential properties and would be a height of 1.8m or 2.5m.

The following proposed layouts are for indicative purposes only. Figure 12 shows the proposed layout and Figure 13 shows the proposed layout with an internal roundabout added. See the Access section of this report for further details regarding the internal roundabout.

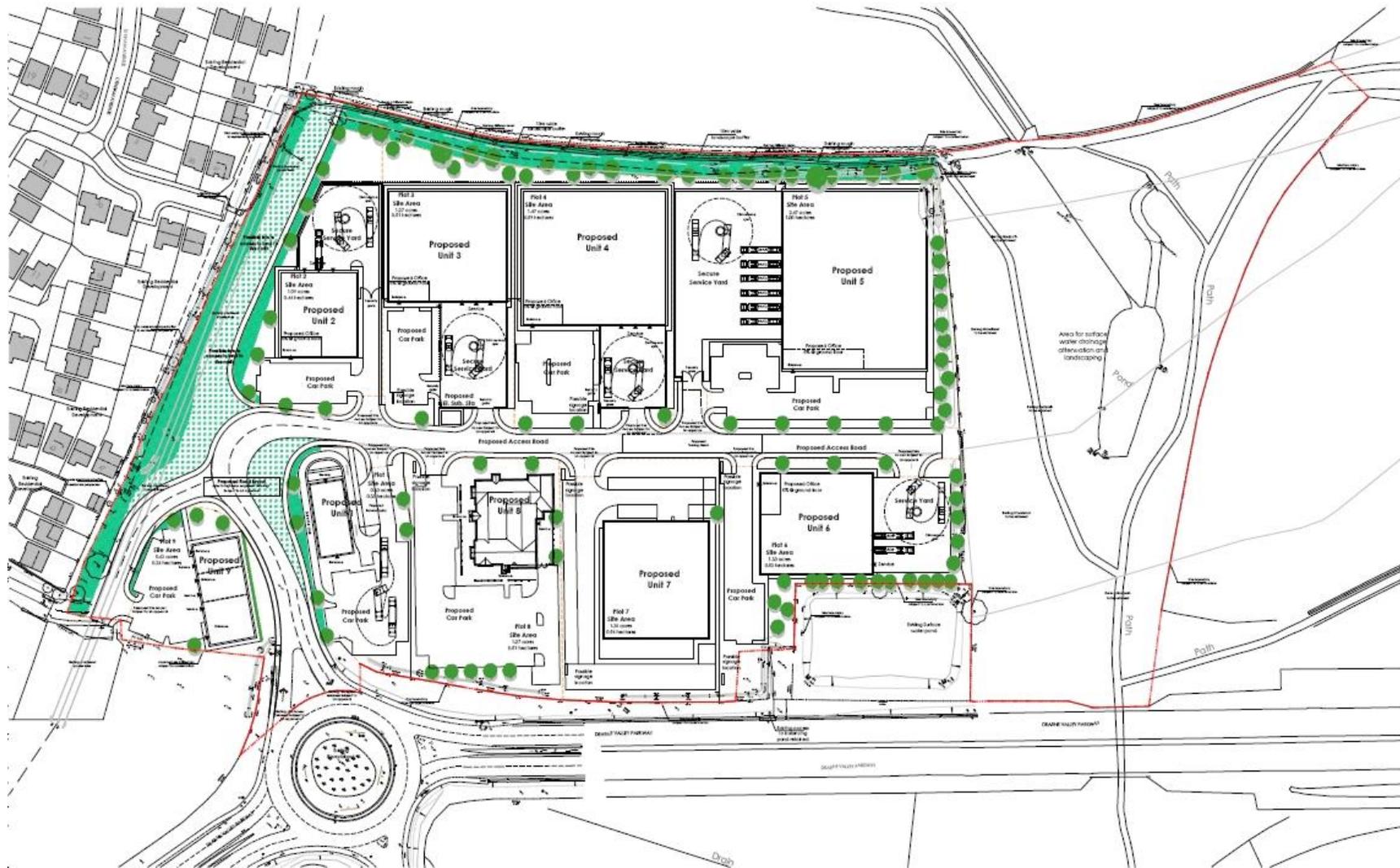


Figure 12
Illustrative Masterplan (not to scale)

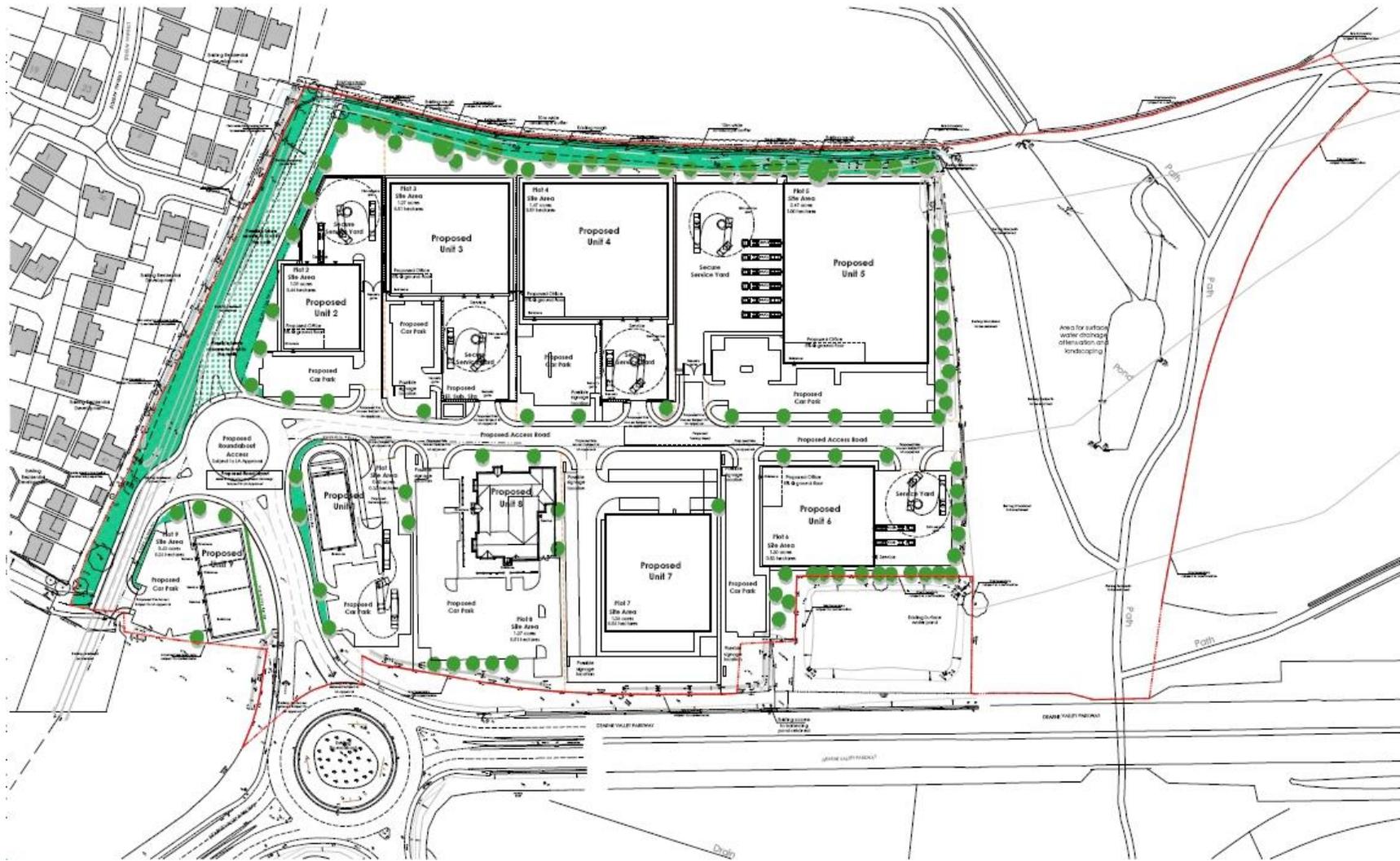


Figure 13
Illustrative Masterplan, indicating the proposed internal roundabout to be constructed in a later phase (not to scale)

6.4 Scale and Massing

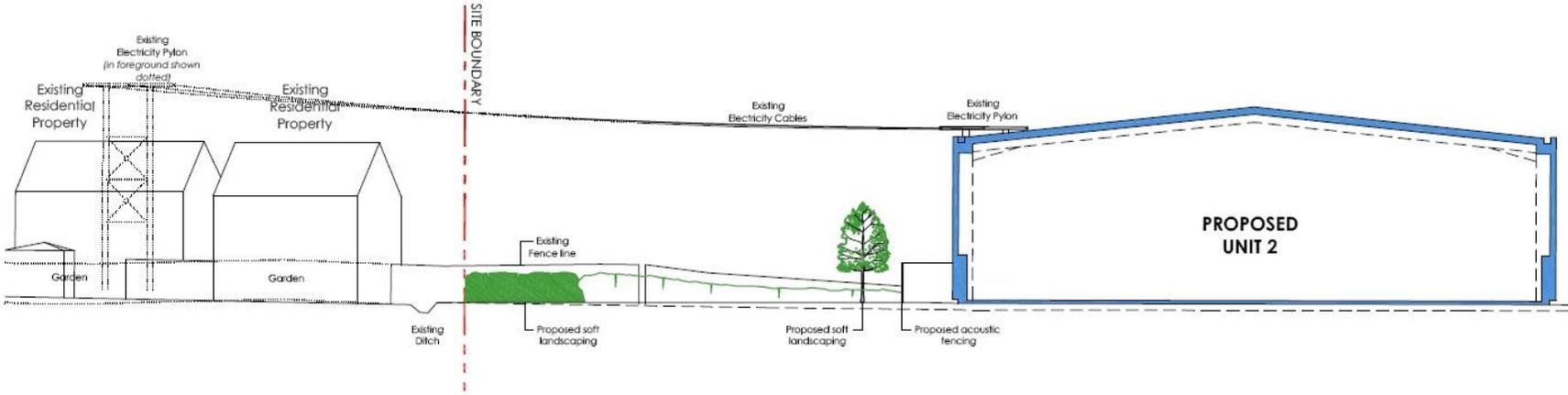


Figure 14
Proposed site section 1 (not to scale)

Figure 14 shows how the proposed development would relate to the existing residential area to the west in terms of scale and height.

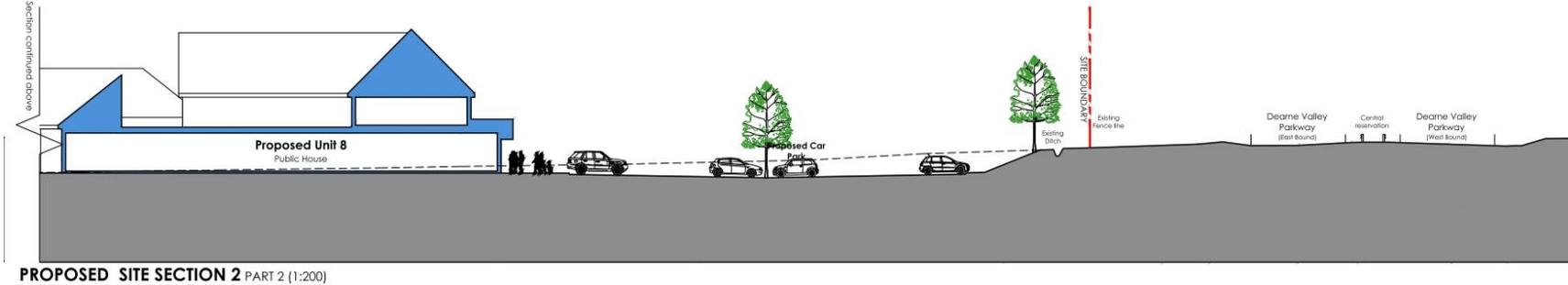


Figure 15
Proposed site section 2 (not to scale)

Figure 15 shows how the proposed public house would relate to Dearne Valley Parkway in terms of scale and height.

6.5 Examples/Precedents

Although this outline planning application is not seeking approval for design, the below images provide an indication of how some of the buildings may eventually look.



Figure 16
Proposed employment units for indicative purposes only



Figure 17
Proposed public house for indicative purposes only

7.0 Access

7.1 Vehicular Access

The site is located near to Junction 36 of the M1 motorway and adjacent to the A6195 dual carriageway, providing good transport links to and from the site.

The existing Rockingham Roundabout has already been constructed to take a new arm into the proposed development site and will provide access into the site from the south-western corner.

This planning application will seek approval for an access road which will follow the route as shown in Figure 12. This will be constructed as part of the first phase of the development.

As the development progresses through further phases, it will become necessary to upgrade the proposed access road to include for a new internal roundabout as shown in Figure 13. This secondary roundabout is also being sought approval for as part of this outline application.

In both instances the design of the new estate road from Rockingham Roundabout allows for future access into the land north of the development site.

The new estate road will be designed to accommodate 16.5m long articulated heavy goods vehicles and will be to current standards and subject to the approval of the Local Authority.

The Applicant's Highways Consultant has liaised with Barnsley Council Highways Authority regarding the proposed estate road access design and new internal roundabout. The Council confirmed they have no objections in principle to the proposed means of access into the site, subject to assessing the capacity of the junctions and type of development proposed.

7.2 Public Transport

The nearest railway station is in Elsecar, on the main Leeds to Sheffield Line and is approximately 2.5 miles away to the east of the site. Approximately eight bus routes stop at a bus stop on the junction of Sheffield Road and Moor Lane, approximately 0.3 miles south of the site.

7.3 Public Footpath

The existing public footpath crossing the site is proposed to be diverted along the new footpath associated with the proposed access road and will continue close to the western boundary. This will follow a route up towards the north-western corner and return along the northern boundary and linking back into the current point of entry (see Figure 18). The footpath will be incorporated into the proposed soft landscaped buffer zone.

See the Transport Assessment and Draft Travel Plan prepared by Optima Highways and Transportation for further details on access submitted within this planning application.

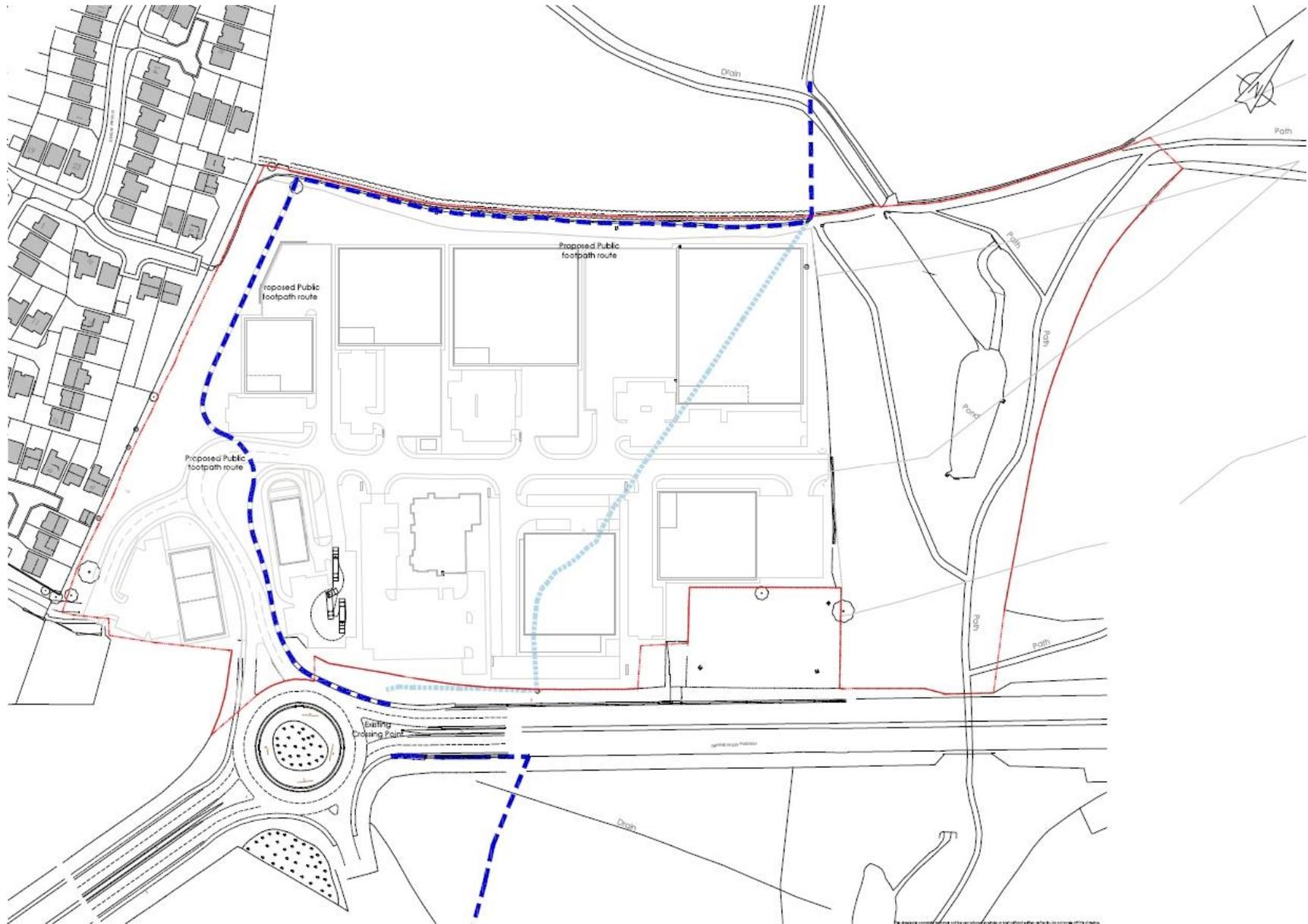


Figure 18
Existing footpath shown crossing the site in light blue, with the proposed footpath diversion shown dashed in dark blue (not to scale)

8.0 Sustainability

Core Strategy Policy CS2 requires non-residential development to meet BREEAM rating Very Good. Policy CSP 5 of the Core Strategy states that all new development of 1,000sqm of non-residential floor space will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15%.

A Sustainability Framework has been prepared for the site. It is anticipated that each phase/plot will provide detailed information on how the requirements of Policies CS2 and CS5 will be met as part of future reserved matters submissions. Further information is included in the Sustainability Framework appended to the Planning Statement which accompanies this application.

9.0 Conclusion

This planning application seeks outline planning approval for a mixed use development consisting of a fast food restaurant, public house, car showroom and various employment units, alongside a key development corridor (Dearne Valley Parkway).

The application is also for access into the site with all other matters reserved. The proposed access is to be constructed in two phases, the first phase being a standard access road and the second phase involving the adaptation of the access road to incorporate a secondary internal roundabout.

The proposal will respond well to the surrounding context and will protect the amenity of the existing residential properties nearby.

The existing public footpath will be diverted and incorporated into the proposed layout.

The development will provide a mix of uses that will offer a positive contribution to the local area and provide new job opportunities within the area.