

LAND WEST OF SHEFFIELD ROAD, HOYLAND

DESIGN & ACCESS STATEMENT

July 2020

HOYLAND WEST

VISION

"TO CREATE A SUSTAINABLE, HIGH-QUALITY DEVELOPMENT ON THE WESTERN EDGE OF HOYLAND, PROVIDING A PLEASANT ENVIRONMENT IN WHICH TO WORK. THE EMPLOYMENT DEVELOPMENT WOULD DELIVER 49HA OF OFFICES, LIGHT INDUSTRY, WAREHOUSING AND DISTRIBUTION UNITS, ALONG WITH ASSOCIATED INFRASTRUCTURE. THE PROPOSED LINK ROAD WILL CONNECT HOYLAND WEST TO THE STRATEGIC ROAD NETWORK, WHILE PROVIDING ADDITIONAL BENEFIT TO EXISTING HOYLAND RESIDENTS AND BUSINESSES BY REDUCING TRAFFIC ALONG SHEFFIELD ROAD. THE PROPOSALS WILL RESPOND POSITIVELY TO THE SURROUNDING ENVIRONMENT, AND WILL BE SET WITHIN GREEN INFRASTRUCTURE."

This document is the property of FPCR Environment and Design Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the written consent of FPCR Environment and Design Ltd.

Ordnance Survey material - Crown Copyright. All rights reserved. Licence Number: 100019980 (Centremapslive.com).

Aerial imagery © 2020 Bluesky, DigitalGlobe, Getmapping plc, Infoterra Ltd and Bluesky. Map data © 2020 Google

Rev	Issue Status	Prepared / Date	Approved / Date
-	Draft	MST / CC 22 May 2020	DH / 22 May 2020
A	Final	MST / CC 05 June 2020	DH / 05 June 2020
B	Final	MST / CC 10 June 2020	DH / 10 June 2020
C	Final	MST / CC 16 June 2020	DH / 16 June 2020
D	Final	MST / CC 15 July 2020	DH / 15 July 2020

FPCR Environment and Design Ltd, Lockington Hall, Lockington, Derby, DE74 2RH ■ t: 01509 672772 ■ f: 01509 674565 ■ e: mail@fpcr.co.uk ■ w: www.fpcr.co.uk
masterplanning ■ environmental assessment ■ landscape design ■ urban design ■ ecology ■ architecture ■ arboriculture ■ graphic design

K:\9200\9295\LANDS\DAS\9295 DAS rev D.indd



CONTENTS

Chapter 1.0
INTRODUCTION p.4

Chapter 2.0
ASSESSMENT p.8

Chapter 3.0
INVOLVEMENT p.34

Chapter 4.0
EVALUATION p.36

Chapter 5.0
DESIGN p.42
- Plot 1 p.56
- Plot 2 p.66
- Plot 3 p.72

Chapter 6.0
ACCESS p.78

Chapter 7.0
SUSTAINABILITY p.80

Chapter 1.0

INTRODUCTION

Background and Context

This Design & Access Statement (DAS) accompanies the hybrid planning application submitted for the mixed use development at Hoyland West Masterplan Framework Area, Barnsley, on behalf of Newlands Developments in support of land allocated by the Local Plan (adopted January 2019).

The Hybrid planning application is being 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.

Outline with all matter reserved apart from means of access for up to 71,515 sq.m of employment uses (B1, B2, B8).

Full application for 31,568 sq.m of B8, new link road including new roundabout to link with Hoyland South Masterplan Framework Area (Local Plan references HS68, HS65, HS61, HS58,HS6, SL5)

The Design and Access Statement has been prepared by FPCR, in conjunction with PHP who have provided input into the full elements of the planning application.



KEY

- Site Boundary
- M1
- A Road
- Railway Line
- Railway Station
- Water Feature
- Woodland
- Built up Area

Figure 1
Context Plan

Chapter 1.0
INTRODUCTION

Purpose of the Document

The Planning Practice Guidance (PPG) was launched on 6th March 2014. The PPG provides the following guidance on Design and Access Statements:

"What is a Design and Access Statement?

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal.

The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long."

(Paragraph 029 Reference ID: 14-029-20140306 Revision date: 06.03.2014)

"What should be included in a Design and Access Statement accompanying an application for planning permission?

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."

(Paragraph 031 Reference ID: 14-031-20140306 Revision date: 06.03.2014)

National Design Guide

The National Design Guide forms part of the Government's suite of design guidance and should be read alongside national planning policy, practice guidance and objectives for good design as set out in the National Planning Policy Framework.

The National Design Guide outlines the Government's priorities for well-designed places in the form of ten characteristics. The ten characteristics provide an overarching framework which contributes towards themes for good design set out in the National Planning Policy Framework.

This DAS demonstrates how the local character has been taken into account and how design principles will be applied to achieve high quality design. It sets out how the proposals respond to the site and its setting, taking account of baseline information. The 10 characteristics as set out in the National Design Guide are a useful checklist, referred to throughout the design process, and used to set the design principles (see Design section).

The ten characteristics of well-designed places are:

Context - enhances the surroundings.

Identity - attractive and distinctive.

Built form - a coherent pattern of development.

Movement - accessible and easy to move around.

Nature - enhanced and optimised.

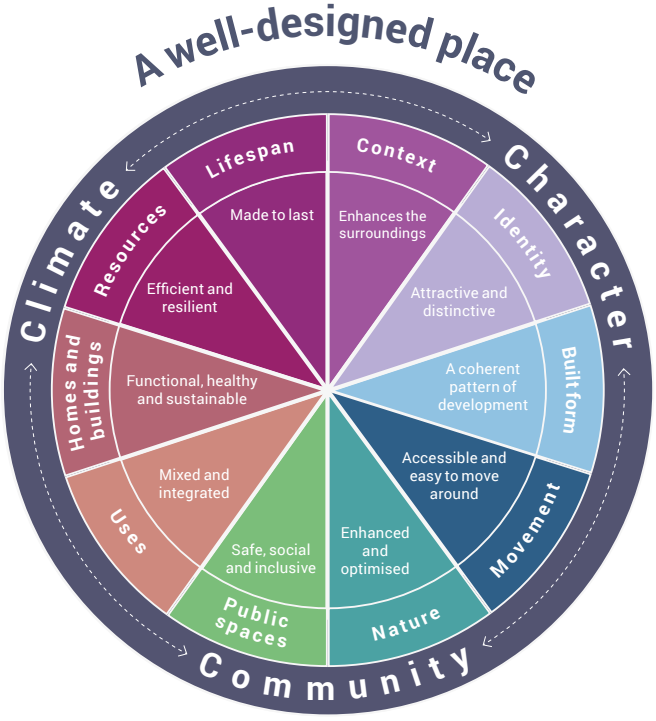
Public Spaces - safe, social and inclusive.

Uses - mixed and integrated.

Homes and buildings - functional, healthy and sustainable.

Resources - efficient and resilient.

Lifespan - made to last.



Chapter 2.0

ASSESSMENT

Site Location and Description

The site is located to the west of Hoyland, adjacent to the M1 motorway, which runs along the western boundary of the site. Junction 36 of the M1 is to the north of the site and Barnsley town centre is located approximately 6.5km north of the area. 1.1km to the south lies Sheffield City boundary with Sheffield City Centre being 10.5km to the south.

The site comprises mainly agricultural fields although there are some small scale commercial uses located within the land identified for future housing development adjacent to Sheffield Road. On the area of land to the north of Tankersley Lane, just east of the site, there is the Rockingham Sports Facility and cricket ground. Just south of this lies Green Lane Farm.

The Site is partially enclosed by woodland. The southern edge of the development is bounded by Bell Ground Wood whilst the western edge consists of a woodland buffer to the M1. The Eastern and Northern edges of the Site currently defines the settlement edge of Hoyland. Field boundaries within the Site are currently loosely defined by a series of semi-mature scattered hedgerows with the eastern boundary along Sheffield Road comprising of stone walls.



Figure 2
Aerial Photograph

Chapter 2.0
ASSESSMENT

Land Use and Local Facilities

Beyond the site there are a variety of land uses within the surrounding area. Beyond Rockingham Sports Ground, the site comprises mainly arable fields and pasture, with some small scale commercial use adjacent to Sheffield Road (Armitage Transport).

The eastern and northern edges currently defines the settlement edge of Hoyland, whilst the M1 and J36 roundabout define the western edge of the site. Bell Ground woodland is a dominant feature abutting the southern boundary.

Hoyland Common Primary School and allotments are immediately adjacent to the eastern boundary of the site, beyond which is the residential area of Hoyland Common.

A mix of existing employment, retail, food and drink uses are located just north of the site, soon to be expanded with the delivery of Hoyland North.

There are a range of local facilities and amenities within a 5 and 10 minute walk of the Site (400m and 800m respectively). The facilities plan below illustrates the relationship of the locality with regards to the proximity of the Site.

The centre of Hoyland is approximately 1.5km away to the east of the Site and approximately a 23 minute walk, however there is ample access to public transport along Tankersley Lane or Hoyland Road which is approximately 7 minutes to Hoyland Centre.

From the 10 minute walking catchment area future residents and employees would have access to Tankersley, Birdwell and the western edge of Hoyland.

Within the 5 minute catchment area to the east of the Site lies an array of local shops along Hoyland Road including a Co-op, Post office, Pharmacy and a hair salon. A Spar is also located along Sheffield Road within walking distance from the Site.

Hoyland Common Primary School lies within close proximity to the Site. There is also Tankersley St Peters Primary School and Chatterbox Day Nursery just outside the 5 minute catchment area whilst West Meadows Primary School sits just within the 10 minute catchment of the Site.

The nearest Secondary School is the Kirk Balk Academy just outside of the 800m catchment at approximately 850m to the east of the Site.

Birdwell Medical Centre lies to the north of the Site within Birdwell just outside of the Site catchment area at approximately 970m north of the Site.

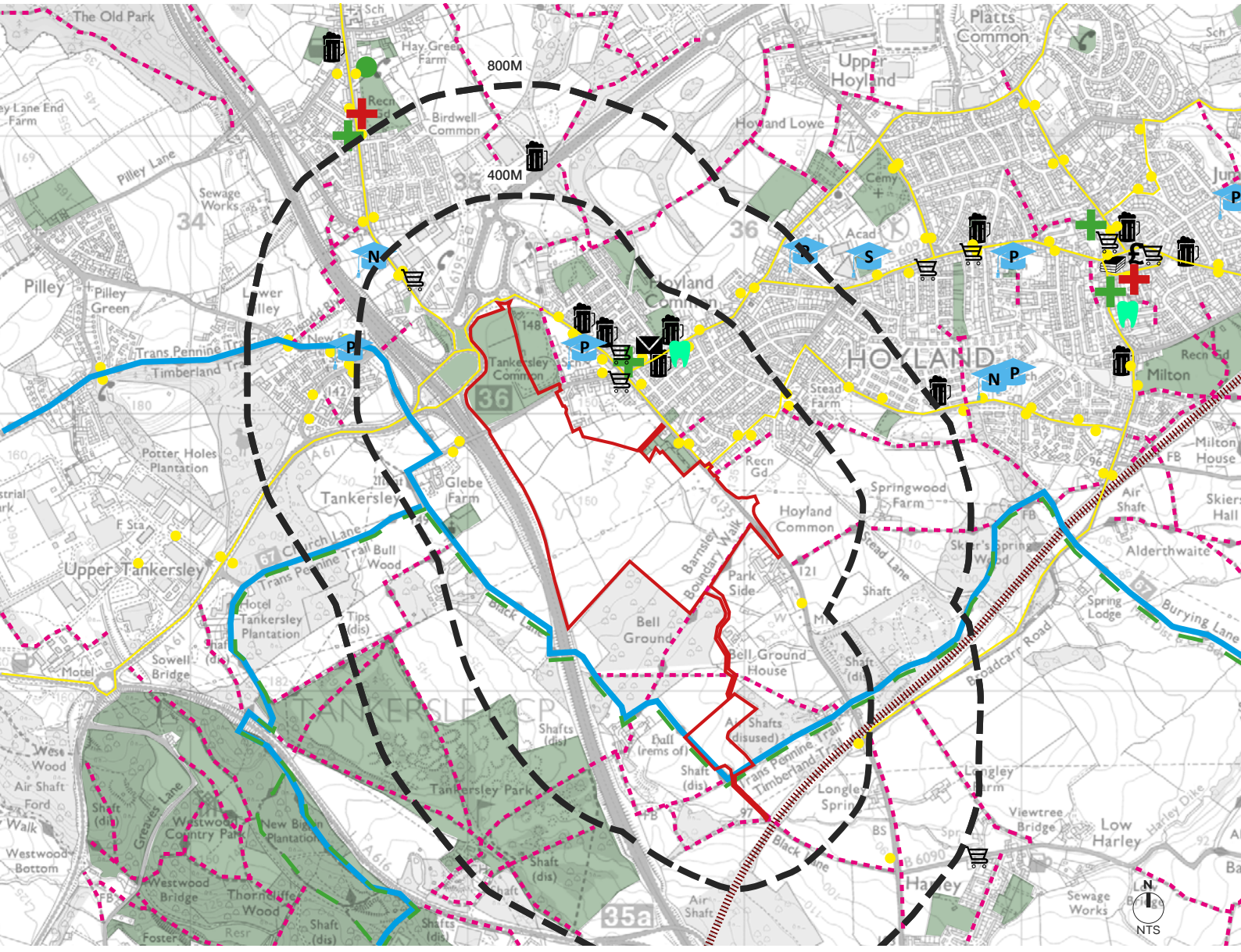
There are frequent bus services operating from various bus stops surrounding the site. These are within walking distance of the development sites and offer services to Barnsley Town Centre (via Birdwell), Hoyland Town Centre, Chapeltown, Elsecar, Broomhill and Manvers (via Cortonwood).

Elsecar Rail Station is located approximately 3km east of the site. Rail services operate half hourly between Leeds (via Barnsley) and Nottingham (via Sheffield) Monday to Saturday with a reduced service on Sunday. This allows people to travel to and from the site via rail as part of a combined journey

Figure 3
Facilities & Services Plan

KEY

- Site Boundary
- Nursery
- Primary School
- Secondary School
- GP Surgery
- Pharmacy
- Dentist
- Bank
- Post Office
- Supermarket
- Library
- Public House
- Public Open Space
- Play Area
- Railway
- Bus Route / Bus Stop
- Public Right of Way
- National Cycle Route 67
- Trans Pennine Trail



Topography

The topography of the immediate site`s context is gently undulating, with landform rising to the north east and north west of the site to 170-180m AOD. Beyond the immediate context the landform falls to 65m AOD towards Harley Dyke and Elsecar Reservoir to the south east, while to the south west, beyond Chapeltown, it rises sharply to 317m AOD towards Wharncliffe Chase.

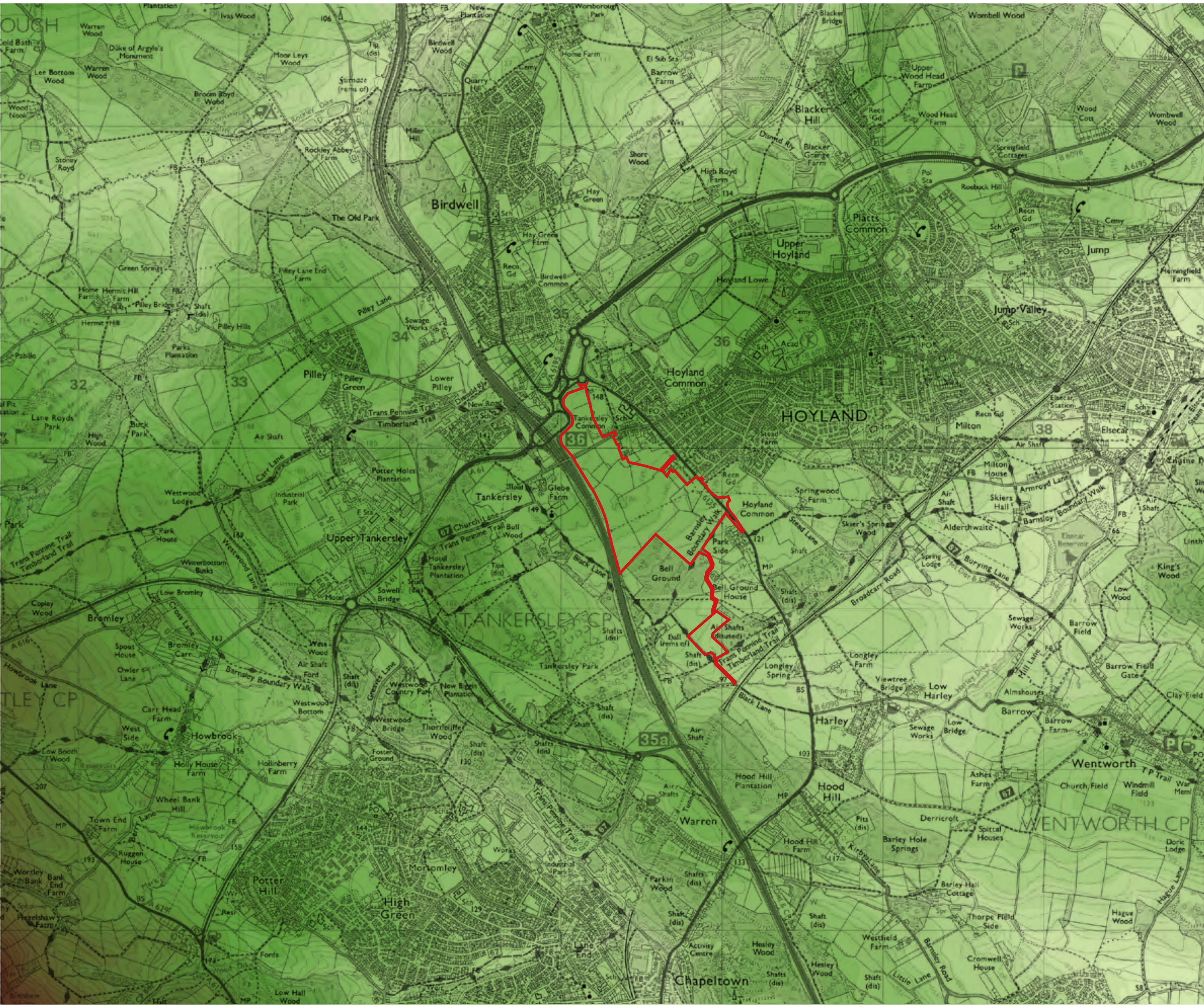
The site's topography is gently sloping towards south east, with the lowest point at 120m AOD at the southern boundary, and the highest point at 150m AOD at the middle of the site and towards the north eastern boundary.



View looking east towards the site from Woodhead Road near Wharncliffe

Figure 4

Topography Plan



KEY

- Site Boundary
- < = 30m AOD
- 30m - 40m AOD
- 40m - 50m AOD
- 50m - 60m AOD
- 60m - 70m AOD
- 70m - 80m AOD
- 80m - 90m AOD
- 90m - 100m AOD
- 100m - 110m AOD
- 110m - 120m AOD
- 120m - 130m AOD
- 130m - 140m AOD
- 140m - 150m AOD
- 150m - 160m AOD
- 160m - 170m AOD
- 170m - 180m AOD
- 180m - 190m AOD
- 190m - 200m AOD
- 200m - 210m AOD
- 210m - 220m AOD
- 220m - 230m AOD
- 230m - 240m AOD
- 240m - 250m AOD
- 250m - 260m AOD
- 260m - 270m AOD
- 270m - 280m AOD
- 280m - 290m AOD
- 290m - 300m AOD
- > = 300m AOD

Ecology and Conservation

The Site is not covered by any statutory designation and no international nature conservation designations were recorded within 5km.

Potter Holes Local Nature Reserve (LNR) is designated for recreation within semi-natural and replanted woodland and lies approximately 540m west of the site and Elsecar Reservoir LNR is designated for recreation within willow carr and wetland and lies approximately 1.8km east of the site.

The Extended Phase 1 Habitats Survey, undertaken by FPCR, has identified that the land is dominated by arable habitat of low ecological value with grazed pasture also forming a significant extent of the habitats. The boundary hedges are native species dominant and considered a priority habitat although many are heavily trimmed with low structural and botanical diversity. Many of the arable field boundaries supported defunct hedgerows or scattered scrub cover. Many of the hedgerows will be lost to facilitate access infrastructure and large commercial units.

Nearly all the hedgerows on site will be lost, although none were found to meet the definition of `Important' hedgerow. Loss of hedgerows will be compensated for by areas of habitat creation which will include tree and hedgerow planting.

Woodland survey targeting Bell Ground (wood) recorded a small number of ancient woodland indicators, however it is considered unlikely to be ancient in origin though still represents a habitat of Principal Importance under the NERC Act and of significant local value.

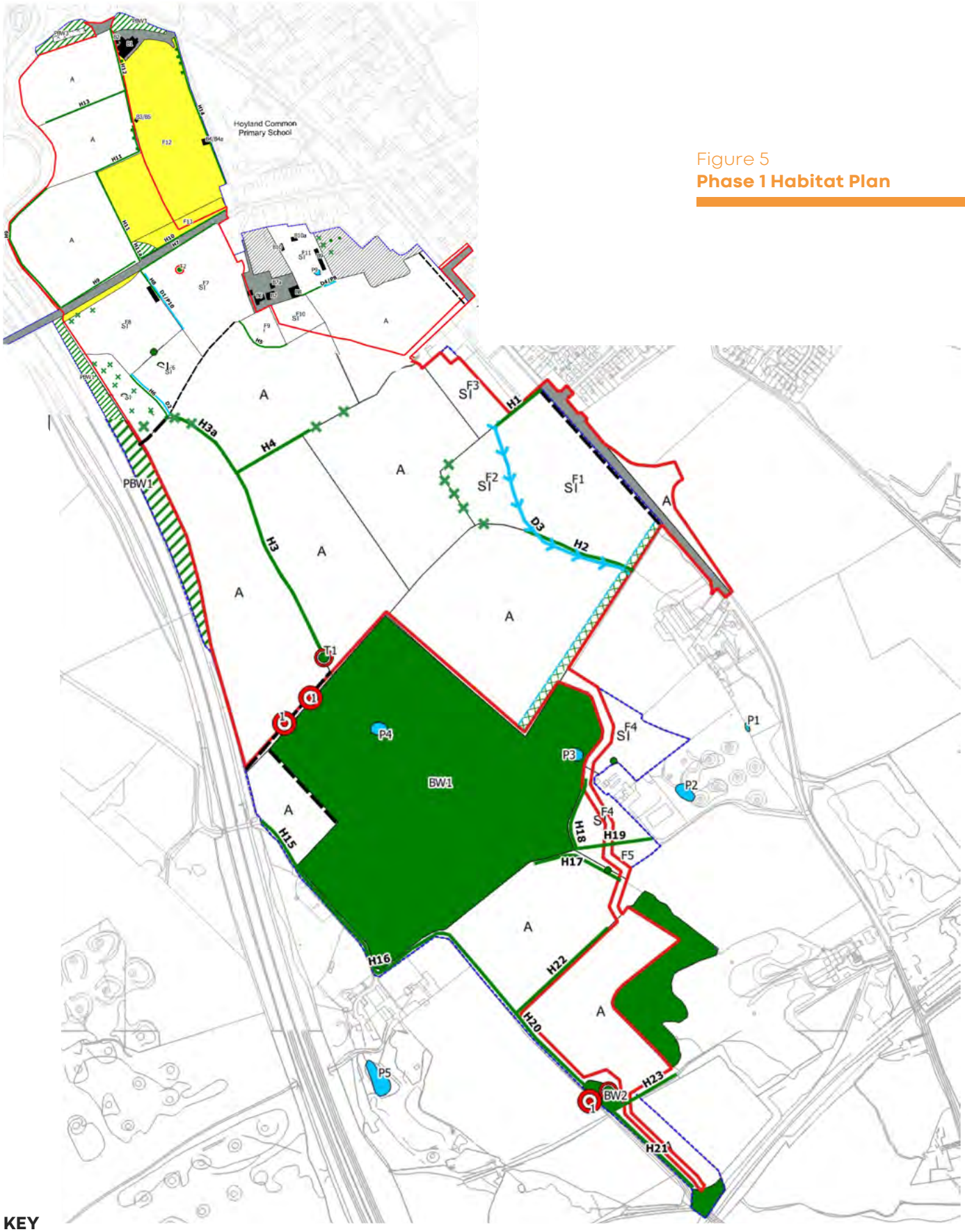
Further assessment of grassland compartments will be undertaken in June to inform Biodiversity Net Gain Assessments.

A number of protected species surveys have yielded the following results:

- No badger setts were recorded within the site or 30m from boundaries within suitable habitat.
- No Great Crested Newts have been identified within the Site and its vicinities.
- No reptiles have yet been recorded after four survey visits have been completed.
- A suite of breeding bird surveys and bat surveys in currently underway.
- A number of notable species of winter birds were recorded, though these were recorded in low numbers.

Impacts for farmland birds and other notable species are likely to be at the Local scale. Proposals including extensive structural planting will provide corridors of movement and retain interest for species associated with scrub and woodland. Impacts to these species are likely to be negligible or beneficial. Proposals will, where feasible, incorporate open habitats such as bare ground, reed beds and/or grassland in association with attenuation features to retain interest for species such as lapwing.

Figure 5
Phase 1 Habitat Plan



KEY

- Site Boundary
- Survey Boundary
- Land not accessed for survey
- Scrub - Scattered
- Tree with Bat Potential
- Broadleaved Tree
- Wet Ditch
- Dry Stone Wall
- Hedgerow
- Broadleaved Woodland - Plantation
- Broadleaved Woodland - Semi-Natural
- Buildings
- Built Environment: Buildings/hardstanding
- Cultivated/Disturbed Land - Amenity Grassland
- A — Cultivated/Disturbed Land - Arable
- Cultivated/Disturbed Land - Ephemeral/Short Perennial
- I — Improved Grassland
- SI — Poor Semi-improved Grassland
- Pond

Chapter 2.0
ASSESSMENT

Arboriculture

A comprehensive tree survey and assessment of existing trees has been carried out by FPCR during February 2020. The Tree Survey Plan (Shown opposite) identifies locations of existing trees and hedges, along with their quality according to BS5837:2012.

The tree survey recorded a total of fifty-six seven individual trees, forty-three groups of trees, eighteen hedgerows and a woodland. These are broken down in to their respective BS5837 retention categories as follows:

- For category A (high quality and value), there were a total of two individual trees and the woodland. There were no category A groups of trees,
- For category B (moderate quality and value), there were a total of twenty-one individual trees and fourteen groups of trees,
- For category C (low quality and value), there were a total of twenty-seven individual trees and twenty-nine groups of trees,
- For category U (unsuitable for retention), there were eight individual trees and no groups of trees.

Of the eighteen recorded hedgerows all were retention category C except one which was category B. Hedgerows across the site were dominated by hawthorn and typical of agricultural landscapes had been subjected to regular management through intense cutting regimes creating consolidated forms. In places, hedgerows were “gappy” where growth had been damaged and no longer present.

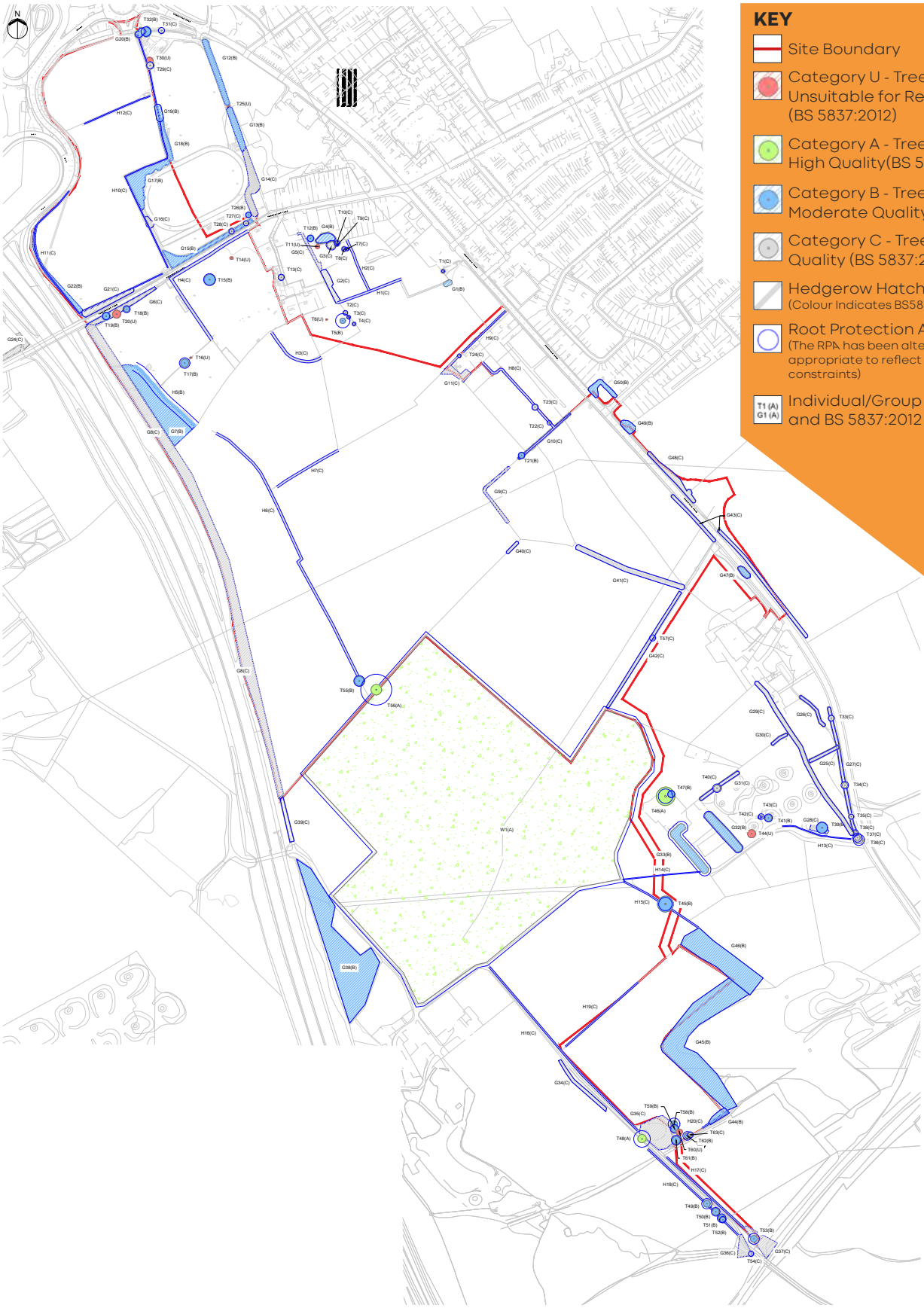
A single veteran tree was recorded on the north side of the woodland, which will require the appropriate buffering against development in accordance with the latest Standing Advice.

There is potential to significantly increase the amount and arboricultural quality of local tree cover to that which currently exists through delivery of new tree planting as part of the development scheme within areas of new amenity green space within the built elements and landscape buffers. The new tree planting will not only to mitigate for the loss of any tree and hedgerow cover but to significantly increase overall quantity. All new tree planting will be appropriately designed to suit the site use and be planted with due care and consideration.



Veteran Tree

Figure 6
Tree Survey Plan



Drainage and Floodrisk

An analysis of the existing drainage, undertaken by RPS, concludes that the site is formed of three catchments (eastern, western and northern), as identified on the Drainage Assessment plan.

The eastern catchment connects to the Harley Dike down the eastern edge of the site in an existing Culvert. It is not proposed to re-utilise this outfall, but instead, runoff within this catchment will be diverted to other catchments within the site, as discussed below.

Run-off from the western catchment is currently funnelled into Harley Dike. As this outfall is proposed to be the primary outfall for the development, greenfield runoff calculations have been done, to ensure that proposed runoff rates resulting from the development are not greater than those currently experienced.

The northern catchment is split into two outfalls, both appearing to connect to Highway England drains. As the site is re-levelled it is proposed to connect to the motorway drain within the site area.

The Drainage Assessment Plan, shown opposite, identifies a proposed Drainage Attenuation Basin south of the main site, which would be used to attenuate any run-off from the link road and Plots 1 & 2, before it drains to an existing outfall at greenfield run-off rates.

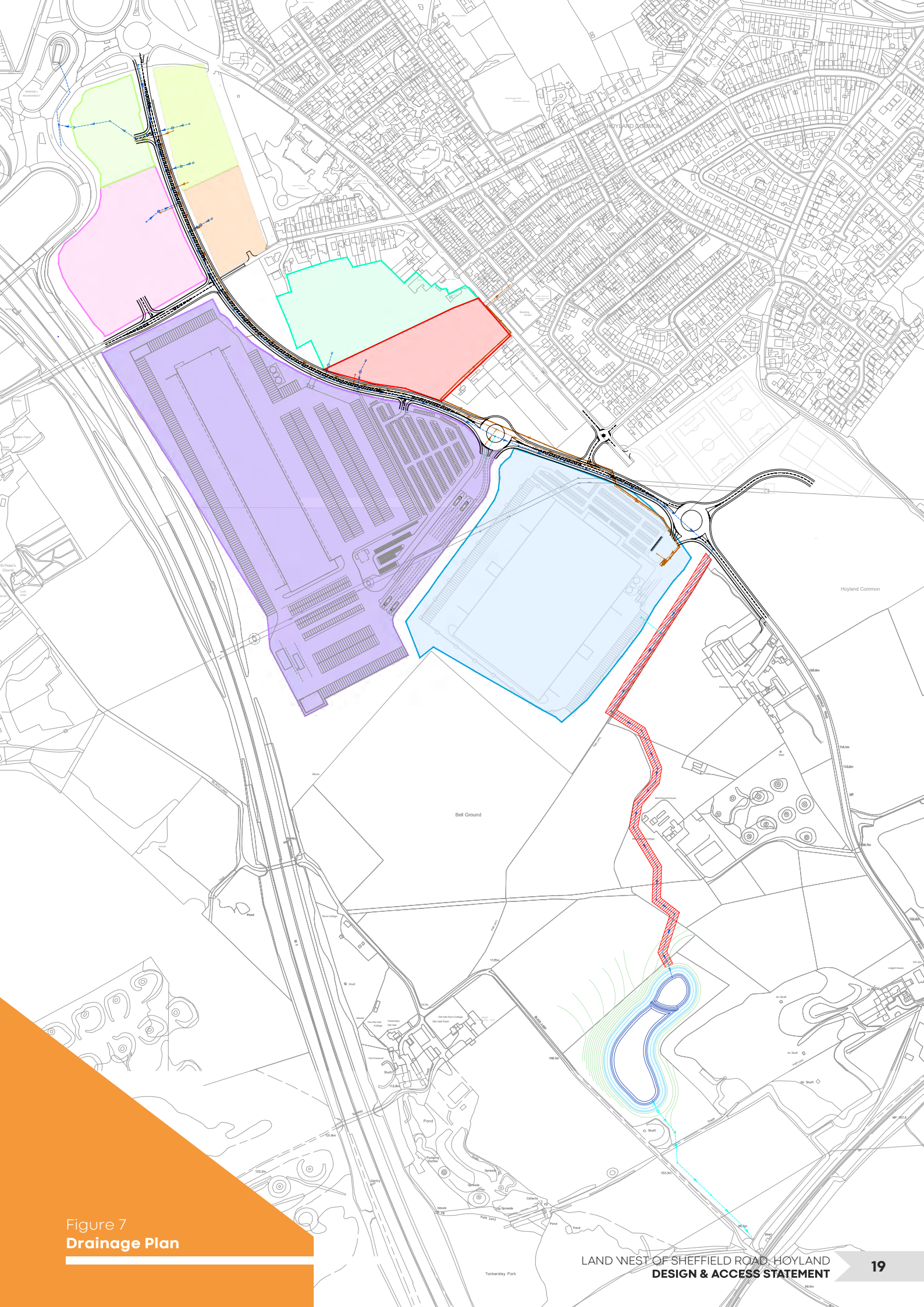


Figure 7
Drainage Plan

Heritage and Archaeology

An initial desk-based assessment of the development area, undertaken by Oxford Archaeology, has indicated a primary association with the former estate of Tankersley manor, acting as an enclosed deer park during the medieval period. However, much of this heritage is thought to have been considerably diminished, if not entirely removed, by subsequent use of the site for open cast mining during the industrial and modern period and should not prevent future development. Where potential exists, any application will take account of this via appropriate mitigation strategies, possibly involving small scale and targeted investigation, as appropriate.

The maps below show the history and development of Hoylands built form and effective settlement edge since Hoyland Nethers inception in 1894.

The original settlement edge mostly stayed confined to Sheffield Road and follows along Hoyland Road with the settlement showing gradual expansion along Hoylands western edge over the next 40 years. Further growth of the settlement occurred between 1931-1948 with the creation of properties along Tankersley Lane and Beaumont Road off Sheffield Road along with adjoining streets.

Between 1948 and modern day there has been a small growth area to the southern edge of Hoyland (1980s?) and further expansion of properties along Tankersley Lane.

There are several listed buildings within close vicinity of the Site within Tankersley, Birdwell and Hoyland.

This includes Grade II* listed St Peter's Church, Tankersley, along with a Grade II listed sundial and mounting platform within the grounds as well as Dovecote at Glebe Farm to the north along Tankersley Lane approximately 0.25-0.3km away respectively.

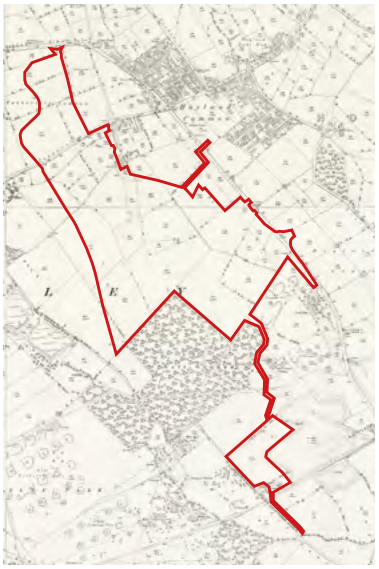
Within Birdwell there are three Grade II listed buildings within close proximity to the Site. Stone Bar Farmhouse with Attached Stable and Barn (0.2km from Site), Tankersley Mine Rescue Station (0.4km from Site) and Birdwell Obelisk (0.5km from Site).

The closest Grade II listed building within Hoyland is the Church of St Peter which is 1km away.

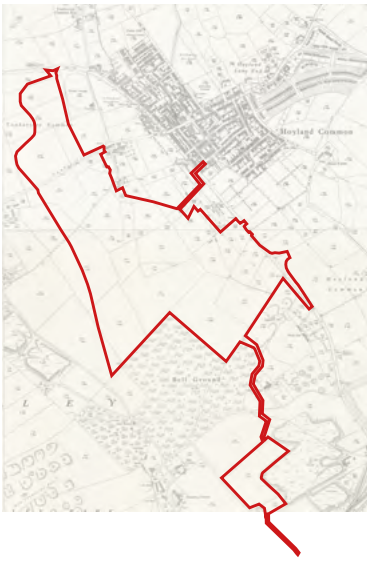
To the south of the site is a Milepost along Sheffield Road, Tankersley Old Hall and Old Hall Farmhouse and the Cottage approximately 0.4km from Site.

The initial evidence suggests that there are no buried archaeological remains of value, this is due to the open cast mining of the site. Where the ground remains undisturbed there may be archaeological, however desktop work suggests that any remains would not be sufficiently significant to prevent future development. At the planning application stage developers will be required to submit an appropriate archaeological investigation, this may include intrusive investigations (trial trenching).

1893



1931



1948

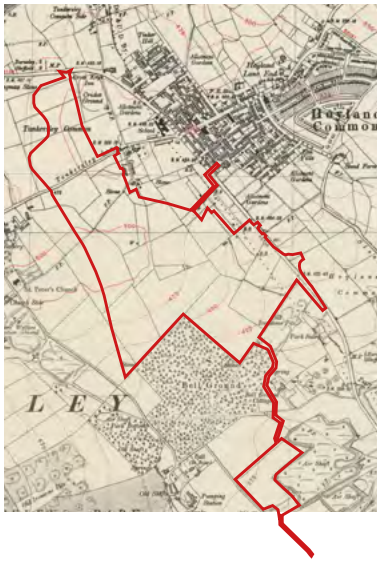
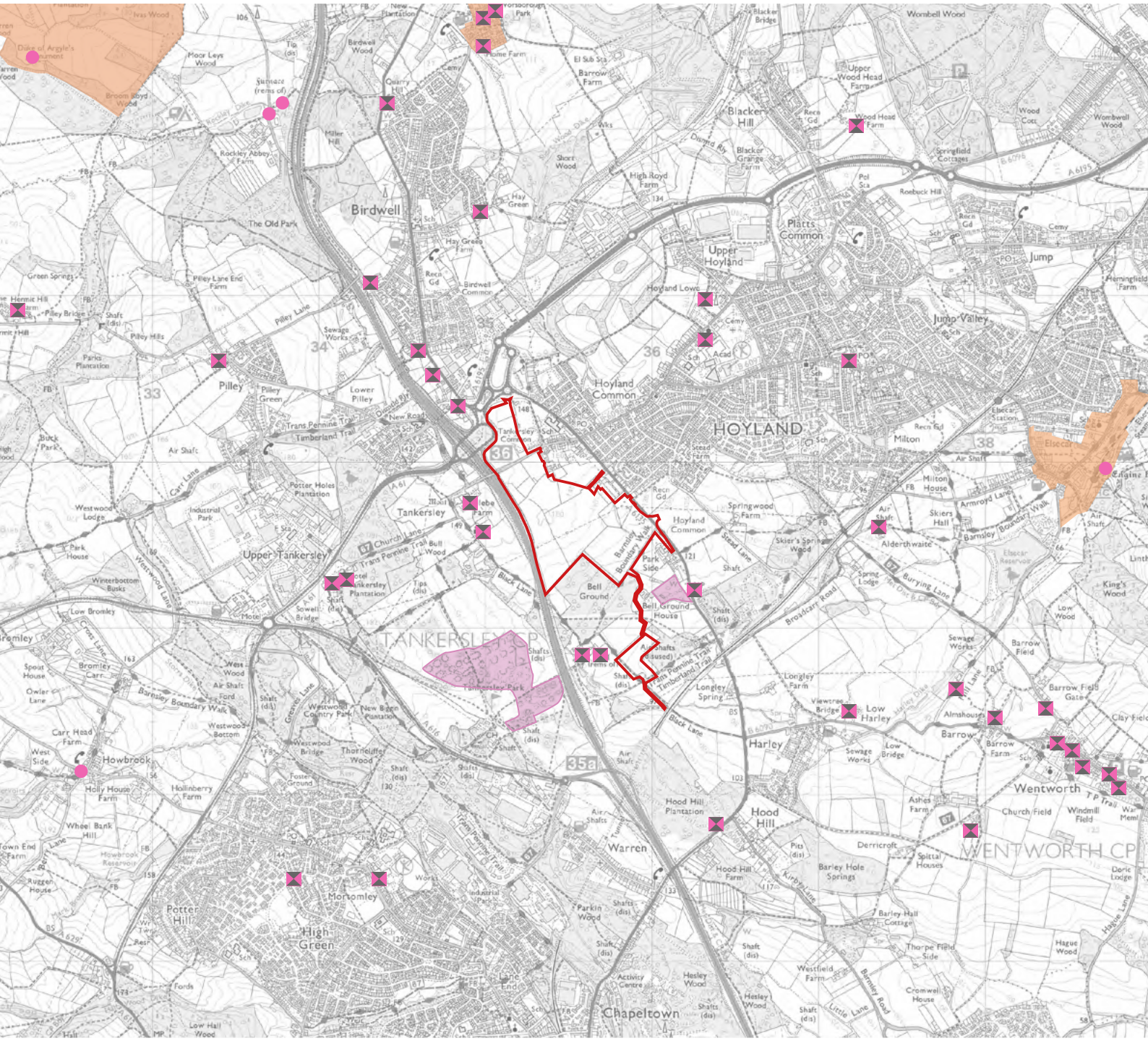


Figure 8
Heritage Designations Plan



KEY

- Site Boundary
- Locations of Bell Pits (undesignated heritage assets)
- Listed Buildings
- Conservation Area
- Scheduled Monument

Noise

A noise survey was undertaken by Vanguardia around the proposed development site to establish the existing (baseline) conditions, and to form the basis of an assessment of the potential impacts and effects that may arise from the construction and operation of the proposed development

The proposed development would change the noise environment to some extent through the expected change in road traffic numbers, as well as introducing new sources of noise associated with the operation of the proposed development. Using the relevant methodologies for each type of noise source, the expected levels of noise have been predicted at sensitive receptors around the proposed development site. Using the results, the associated potential impacts and effects have been assessed.

The assessment of the expected change in road traffic noise at receptors around the proposed development has indicated largely negligible impacts from the proposed development. For a number of receptors along Sheffield Road traffic reductions in the projected noise levels are predicted as a result of the new masterplan link road.

The assessment of operational noise indicates that, the predicted rating level from the proposed development would not exceed the background sound level at most of the modelled locations and therefore no adverse effects are expected. One receptor nearest to the proposed development is exposed to noise levels considered potentially significant, and as a result mitigation has been proposed to reduce the operation noise levels to that below a significant adverse effect level.

Land Contamination and Ground Stability

Applied Geology have undertaken Phase1 and Phase 2 site investigations for the proposed development to cover ground conditions, contamination risk assessment, coal mining risk assessment and to obtain geotechnical parameters for design purposes.

The investigations revealed that significant parts of the site are underlain by opencast backfill materials that comprise overburden materials resulting from the opencast operations. These materials are predominantly cohesive soils with varying amounts of gravel to boulder size rock fragments - mudstone, siltstone, sandstone, ironstone and coal. The depth of opencast backfill materials varied, generally increasing to the east up to circ. 15m deep.

Two main coal seams were opencast mined at the site and also locally encountered in boreholes drilled outside the opencast areas, these were the Dunsil Seam and Swallow Wood Seam. These seams were shown to be intact where not removed by opencast mining and no drilling and grouting works are envisaged.

The site has also been subjected to deep underground mining of several other seams, however, the Coal Authority Report advises that any ground movements due to this deeper mining should have now ceased.

No potential sources of contamination were identified at the site, other than the possibility of the opencast backfill materials. Contamination testing of the topsoil showed it to be suitable for retention on site. Chemical testing of the groundwater showed no observable impact from typical potential contaminants.

No mine gas was generally identified during the investigation, however, some carbon dioxide was detected in some backfilled opencast areas. Standard basic gas protection measures may be required for some buildings.



Opencast Mining (1953)

View of the site looking west from Sheffield Road

Landscape Character

The character of the existing landscape has been much altered over the years, primarily due to mining activity. The site landscape comprises a combination of arable and permanent pasture farmland as well as deciduous woodland blocks of varying sizes. A number of hedgerows and a trees are found within the site.
The proposed development will result in a loss of open farmland, removal of hedgerows and trees, and a change in character resulting from built development. The loss of existing landscape features will be mitigated through the introduction of significant new native structure planting between development plots. Proposed wide planting belts will help to visually contain the development on the southern and western boundaries.

National Landscape Character

At this very broad landscape scale, the site lies within Natural England's National Character Area (NCA) 38 'Nottinghamshire, Derbyshire and Yorkshire Coalfield'. This NCA stretches in a relatively narrow strip from Stapleford, west of Nottingham, to the northern edge of Leeds and therefore covers a very extensive landscape tract. Under Key Characteristics the NCA description includes the following references;

- 'A low-lying landscape of rolling ridges with rounded sandstone escarpments and large rivers running through broad valleys, underlain by Pennine Coal Measures.'
- 'Local variations in landscape character reflecting variations in underlying geology.'
- 'A mixed pattern of built-up areas, industrial land, pockets of dereliction and farmed open country.'

Regional Landscape Character

The site is located within the Landscape **Type E: 'Settled Wooded Farmland'** as stated in the Barnsley Borough Landscape Character Assessment.

The site falls within the **E4 Hoyland Settled Wooded Farmland landscape character area**, with the key characteristics including:

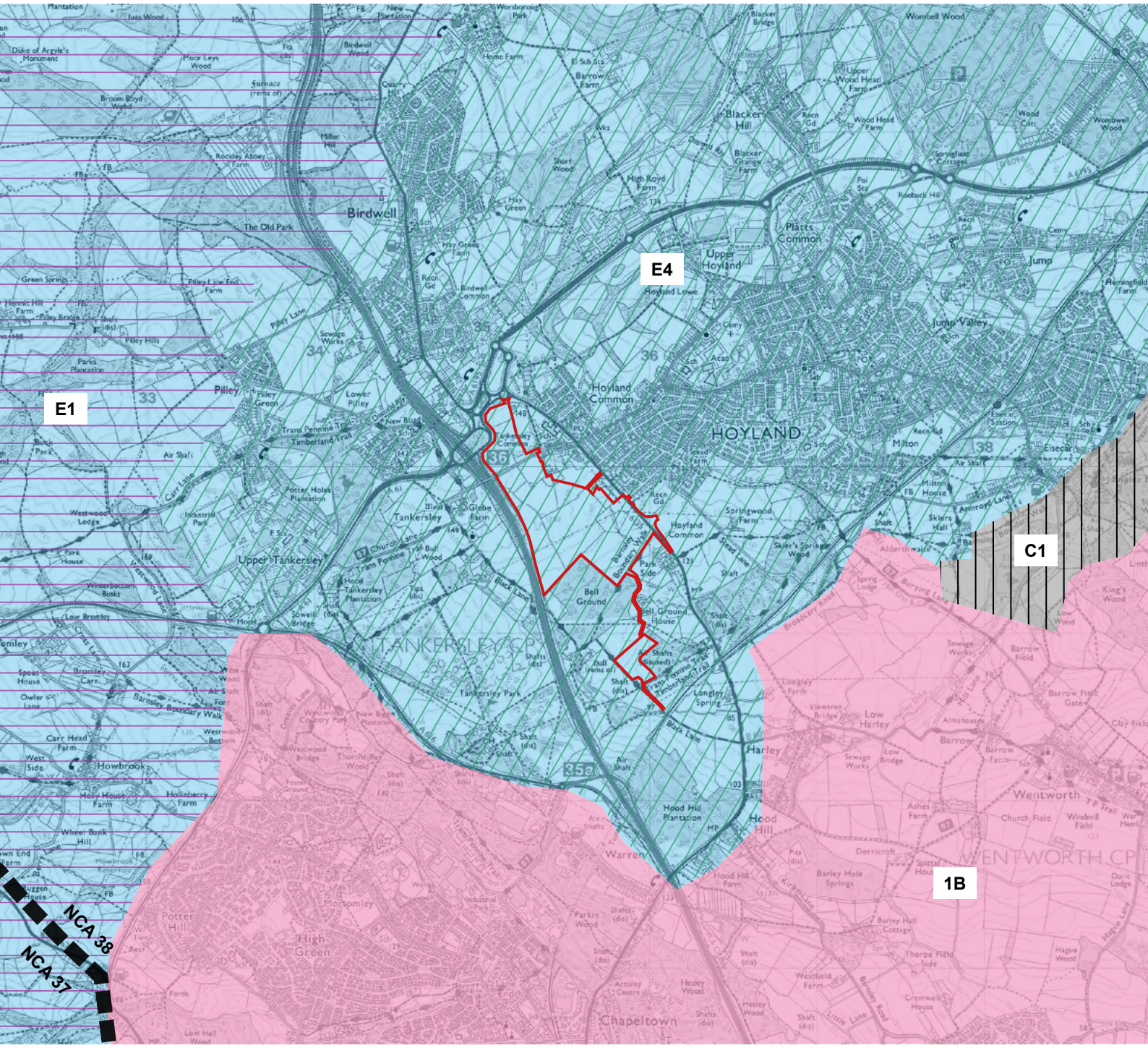
- "Rolling landform with slopes towards River Dove watershed and canal associated with Elsecar.
- Diverse range of land use, including residential, woodland, agriculture, industry, landscape renewal, communication and recreation.
- Presence of large settlements on broad valley sides up to higher ground strongly influences character of surrounding land.
- Smaller settlements are found in elevated locations, including Pilley, Birdwell and Blacker Hill.
- Strong urban influence with urban pressures, such as horse grazing in compartmentalised fields, litter and flytipping, tatty allotments and scrap heaps, evident throughout but concentrated on urban fringes.
- Degraded and unmanaged field boundaries consist of fences, hedgerows and stone walls.
- Scattered farmsteads are found in areas of agricultural land between the settlements.
- Evidence of current and past industrial activity due to presence of industrial estates, many reclaimed spoil heaps and remains of bell pits at Tankersley Park."

The Rotherham Metropolitan Borough Council prepared the Landscape Character Assessment and Landscape Capacity Study for the rural areas of Rotherham Borough in 2010.

The nearest Landscape Area to the site contained in the study is **1B – Wentworth Parkland Fringes Landscape Character Area**. It is located just over 1km to the south, south-east and south-west of the site. The key characteristics include:

- "Gently undulating agricultural landscape of dispersed farmsteads with large deciduous woodland blocks, planted for sporting and amenity purposes."
- Heavily influenced by the Wentworth Estate, including an 18th Century Registered Parkland designed by Humphry Repton and the architectural influences of John Carr of York (architect)."
- "Predominantly large-scale arable fields, with the exception of the Deer Park adjacent to Wentworth Woodhouse."
- "Larger settlements outside of the Character Area appear as skyline features on the high ground/ ridges."
- "Despite an apparent visual absence of mining influence there has been a past mining influence within Wentworth Park. Mining shaped the area and 60-70% has been opencast or underground mined. Remnants of 3 former pitheads have been largely reinstated after opencasting."
- "Stone buildings with blue slate roofs."
- "Wentworth village, which predates the Victorian era, but limited other settlement within the Character Area."

Figure 9
Landscape Character



KEY

- Site Boundary
- National Character Area Boundary
  - **NCA 37** - Yorkshire Southern Pennine Fringe
  - **NCA 38** - Nottinghamshire, Derbyshire and Yorkshire Coalfield

Barnsley Borough Landscape Character Assessment 2002 (updated 2016)

Landscape Character Types

- E - Settled Wooded Farmland
- C - Lowland River Floor

Landscape Character Areas

- E4 - Hoyland Woodland Wooded Farmland
- E1 - West Barnsley Settled Wooded
- C1 - Elsecar Lowland River Floor

Rotherham Landscape Character Assessment and Landscape Capacity Study 2010

- 1B - Wentworth Parkland Fringes

Chapter 2.0
ASSESSMENT

Local Character

The built character of the Pre-1950 housing found in the vicinity of the site (primarily the western edge of Hoyland) has a strong character, which is clearly seen when traveling along Sheffield Road. Stone-fronted terraced houses with little or no front gardens are typical of mining towns such as Hoyland. These also feature stone lintels, chimney stacks and tiled roofs. Larger red-brick semis are found along Tankersley Lane, while post 1950 housing is typically red-brick semi-detached houses with little architectural detailing, as found along Parkside Road. Some more-recent housing development, such as that found along Tankersley Lane, has sought to reflect the vernacular character of the area by using stone as the dominant materials for frontages.

Dry stone walls are commonplace in the immediate vicinity of the site, used to mark boundaries along Sheffield Road.

Whilst employment development is not characteristic of the immediate site, it is becoming increasingly popular along the M1 corridor. There has also been an increase in the number of large logistics and industrial buildings, particularly alongside the A6195 (Dearne Valley Parkway between Hoyland and Worsbrough and Dearne Towns Link Road between Darfield and Shafton). Most noticeably these include:

- ASOS building at the former Houghton Main Colliery Site
- Symphony building on the Ferry Moor former open cast coal mining site at Grimethorpe and associated redevelopment of the Former Grimethorpe Colliery Site.
- Ashroyd and Shortwood Business Parks at Hoyland
- More recent mixed-use development at Rockingham/ Gateway 36.

Other employment areas in the vicinity include Wentworth Way Industrial Estate at Tankersley, and Thornecliffe Business Park at Chapeltown. Industrial and distribution units are typically clad in combinations of grey and blue, with pitched roofs and little in the way of architectural detailing. Office buildings tend to be predominantly of brick construction, with glazed elements such as 2-storey high entry vestibules.













Visual Amenity

The site is largely well-contained by a combination of vegetation, buildings and topography, therefore limiting the visual envelope of the site (i.e. locations from where the site or future development may be visible). Highway vegetation associated with the M1 limits visibility from visual receptors further west, whilst Bell Ground woods provides a solid visual barrier to the south. Existing buildings along Sheffield Road prevent visibility of the site from any visual receptors further east.

The development will result in the most noticeable change to visual receptors in close proximity to the site, including residents, users of public footpaths and road users. Users of Barnsley Boundary Walk (long-distance footpath) traveling west will experience a change to the view as result of development seen in fairly close proximity, and likewise users of Tankersley Lane. Other receptors are set further back from the proposed built elements, and therefore effects on the existing views will be reduced by a combination of distance and intervening screening elements.

Well-designed Green Infrastructure that incorporates structural planting will help to filter views to the build development, or (in some cases) screen it entirely from view, however this vegetation will take time to establish.

A full visual assessment has been undertaken by FPCR, and can be found in the Landscape and Visual Impact Assessment, included within the Environmental Statement.

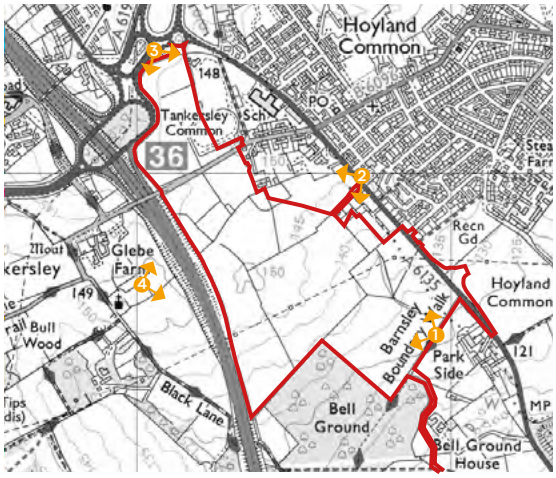


Photo Viewpoint Location Plan

Figure 10
Photo Viewpoints

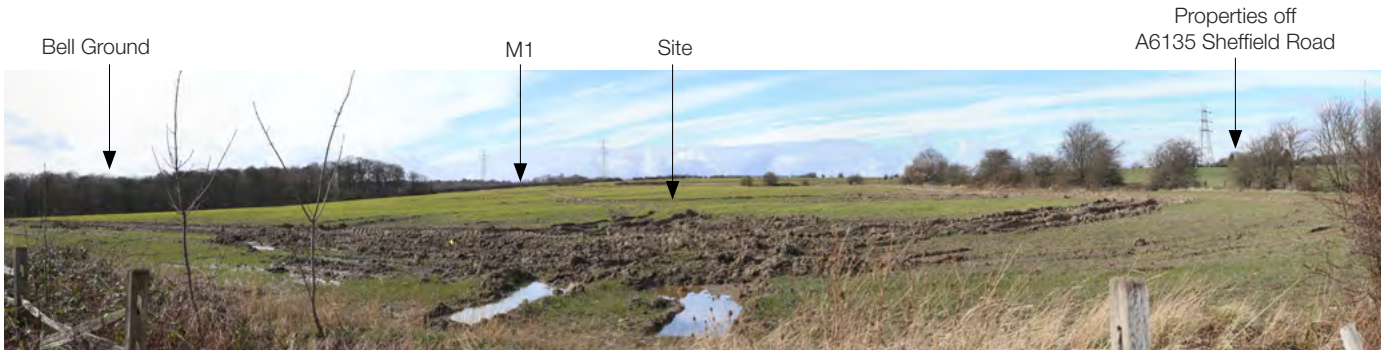


Photo Viewpoint 1: View north west from Footpath (Tankersley CP 26)



Photo Viewpoint 2: View west from Sheffield Road A6135



Photo Viewpoint 3: View south from A6195

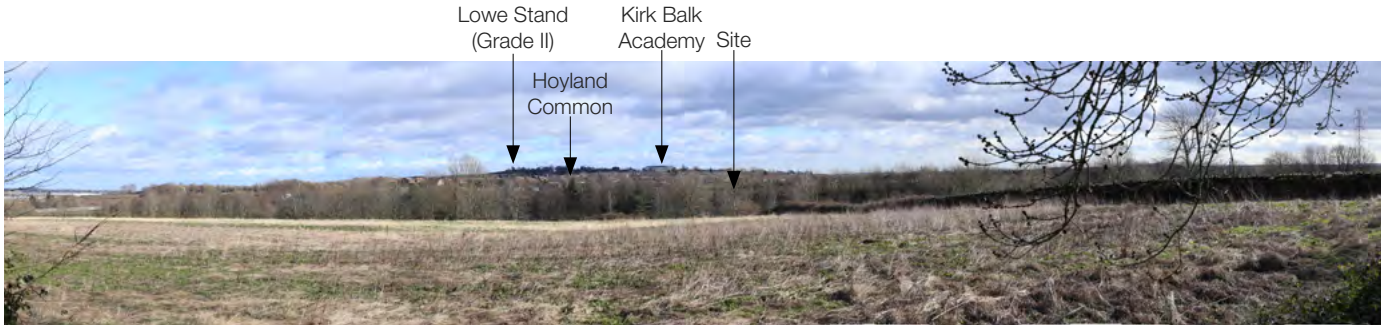


Photo Viewpoint 4: View east from back of St Peter's Church, Tankersley

Movement

A Travel Plan and Transport Assessment have been prepared by Fore Consultants - these set out the existing situation in regard to multi-modal travel, and propose a number of actions and measures to improve connectivity. A summary of the existing situation is included below.

Walking

There is currently a good network of footways that connect the edge of the site to Hoyland, including those located on Tankersley Lane, surrounding Birdwell Roundabout, and along Sheffield Road. As shown on the Movement Plan opposite, a number of Public Rights of Way (PRoW) exist in close proximity to the site, including Footpath 26 that runs along the southern site boundary.

Cycling

National Cycle Network Route 67 runs to the west of the development site along New Road/ Tankersley Lane and can be accessed from the development land via Tankersley Lane. The route provides a mixture of traffic-free and on-road routes north towards Barnsley, and south towards Sheffield and Rotherham. The route also forms part of the Trans Pennine Trail, which covers a whole network of routes linking the major urban centres of the region.

Public Transport

Bus stops are located within the development site along Tankersley Lane, as well as along east of the development site on the A6135 Sheffield Road and to the north along A61 Sheffield Road. Routes 72/72a, 2/X2, 66, 67/67a/67c and X17 provide connections to Barnsley, Wombwell and Sheffield amongst other locations. Routes following Tankersley Lane may have to be diverted as a result of the proposed development - Barnsley Bus Partnership have been consulted on this.

Whilst the site is not directly served by rail, connections can be accessed at Elsecar station, which is approximately 3.2km southeast of the site.

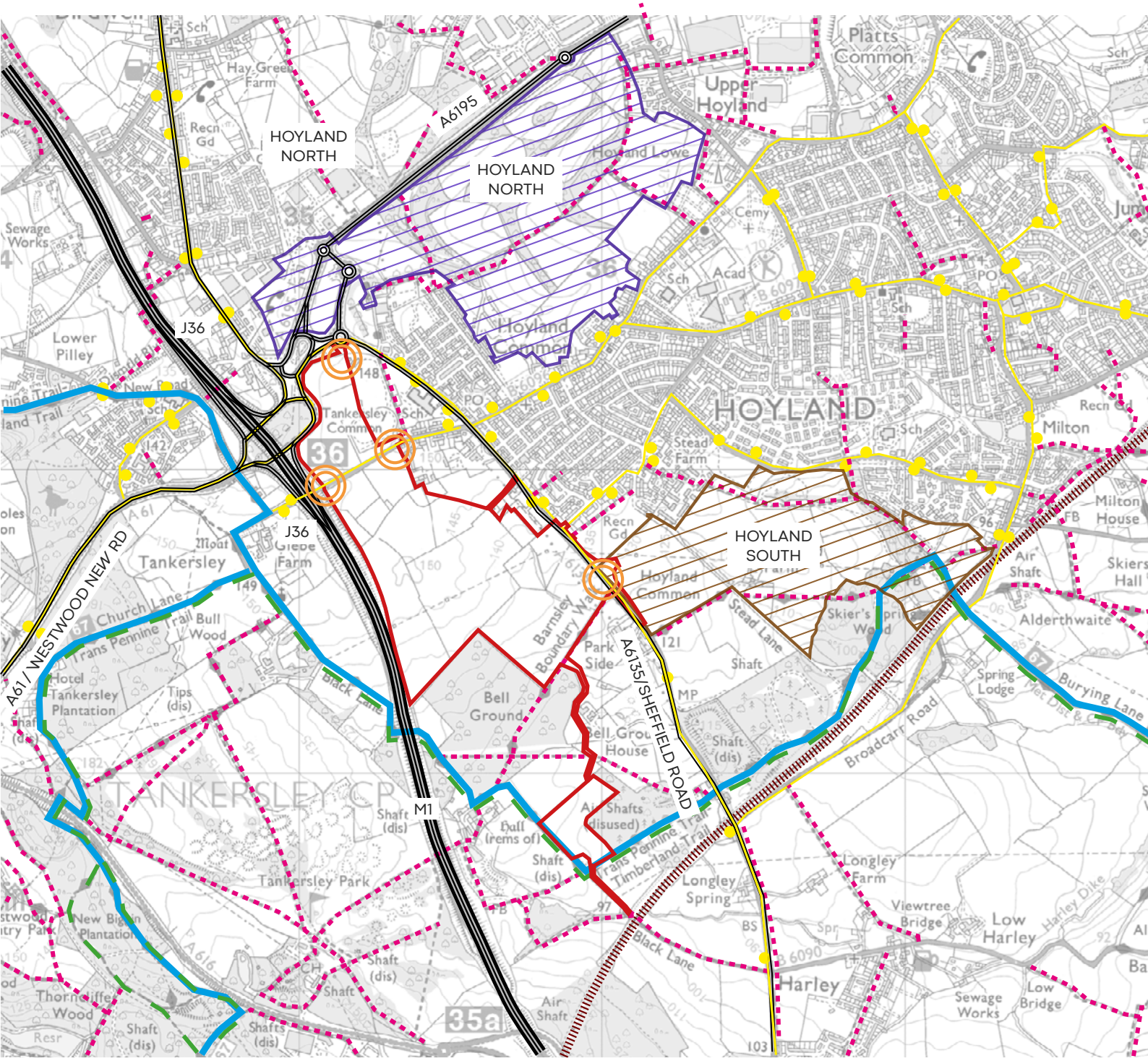
Road Network

Being immediately adjacent to M1 J36, and accessed directly via Birdwell Roundabout via an already-constructed bell mouth, the site is very well connected to the strategic road network.

As shown on the Movement Plan, there are a number of potential vehicular access points where the site boundary meets the existing road network.

The provision of a north-south link road, as described in the Local Plan (Policy ES13) will help ease congestion on Sheffield Road, whilst also serving the site. This road will connect Birdwell Roundabout to Sheffield Road at the south of the site.

Figure 11
Movement and Access



KEY

- Site Boundary
- M1 Motorway
- Secondary Roads
- Railway Line
- Bus Route / Bus Stop
- Trans Peninne Trail
- Public Right of Way
- National Cycle Route 67
- Hoyland North
- Hoyland South
- Potential Access Points

Chapter 2.0
ASSESSMENT

Planning Policy

A full consideration of relevant planning policy, and planning history, is contained within the Planning Statement accompanying the planning application, prepared by Cushman and Wakefield.

The site forms part of the wider 'Hoyland West Masterplan Framework Area', which was designated in the Barnsley Local Plan, adopted in January 2019. The purpose of such a Framework is to ensure that sites can be developed in a comprehensive manner, taking into account all infrastructure requirements. This will ensure that strategic site allocations are brought forward in a sustainable way that secures inclusive growth that reflects each of the Council's corporate priorities.

Proposals for the wider Masterplan Framework Area have been prepared alongside the application. At the time of writing, Hoyland West Masterplan Framework was undergoing consultation (as explained in the Consultation section of this DAS). The Masterplan Framework has been prepared in accordance with section 6.12 of the adopted Local Plan.

The site has been allocated for employment in the Local Plan, and a site-specific policy sets out the expectations for the development:

"Policy ES13 Land West of Sheffield Road 49.3ha
The development will be subject to the production of a Masterplan Framework including housing site reference HS57. The development will be expected to:

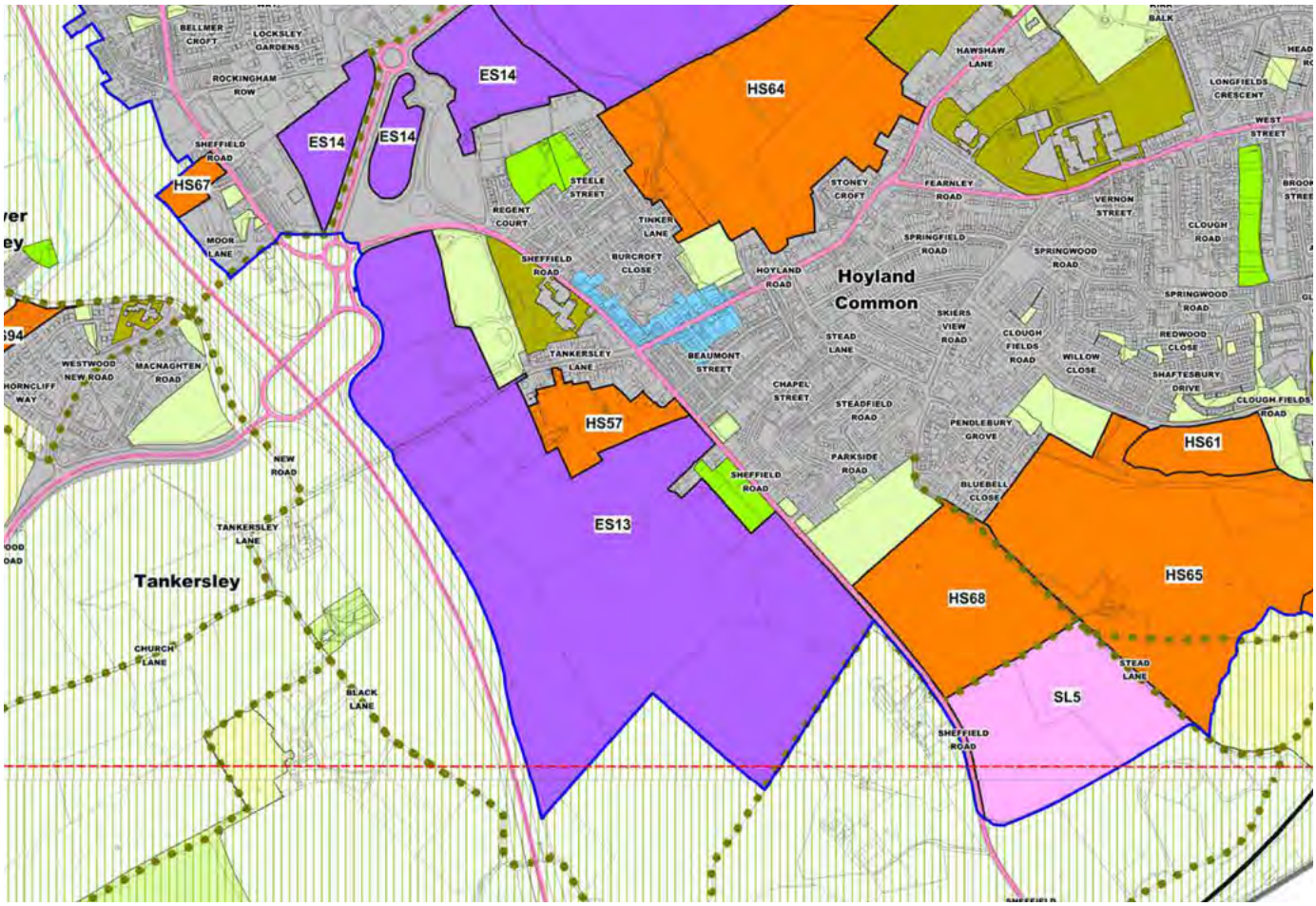
- Provide a link road between the new Birdwell roundabout linking to Tankersley Lane and from there to Sheffield Road;
- Relocate the area of Rockingham Sports Ground that falls within the site boundary to an appropriate location within Hoyland Principal Town. The replacement pitch and associated facilities must be constructed and available for use before development on the existing sports ground site commences;
- Consider impact on residential amenity and include appropriate mitigation where necessary;
- Retain the mature trees and hedgerows;
- Provide a buffer strip at least 10 metres wide along the common boundary with the M1;
- Ensure that development respects the landscape and wider countryside, and incorporates appropriate mitigation measures to address impacts on the adjacent Green Belt and countryside, including the planting of a substantial tree belt at the southern boundary in order to define the new Green Belt boundary;
- Undertake necessary drainage works; and
- Provide air quality assessments in accordance with policy Poll 1.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development."

In addition to the Local Plan, The Council has a number of Supplementary Planning Documents, some of which are relevant to this proposed development, such as 'Trees and Hedgerows' and 'Parking'.

Figure 12
Barnsley Local Plan Extract



KEY

- Housing Allocation — Land allocated for new housing
- Employment Allocation — Land allocated for employment uses
- Land Proposed for Mixed Use — Land allocated for mixed uses
- Urban Fabric — Land within the Settlement with no specific allocation
- Green Belt — Land to be kept mainly free from development
- Safeguarded Land — Safeguarded for development
- Green Space — Parks and open spaces, play areas, sports pitches, local natural areas and cemeteries
- Allotment
- School grounds
- Park and Garden of Historic Interest
- Biodiversity or Geological Interest Site — Site recognised as having biodiversity and/or geological value
- Green Way — Paths and other routes of mostly open character that provide links between housing, countryside and services
- Conservation Area — Areas of special historic character, which will be protected and improved
- Functional Floodplain (Floodzone 3b) — Land where water is stored in times if flood, a vital part of flood control
- District or Local Centre — Area of shops and services
- Primary Shopping Area — Area where retail proposals will be encouraged and supported
- Primary Shopping Frontage — Frontages that include a high proportion of retail uses
- Secondary Shopping Frontage — Frontages with more opportunity for other town centre uses
- Retail Park — Land suitable for retail warehouses
- Local Strategic Highway Network — Roads classified by the Local Highway Authority as having more than local importance
- Site for Travellers — Sites to provide accommodation for Travellers
- Barnsley Town Centre — Area covered by Town Centre inset maps
- Settlement — Boundary showing the geographical areas of Urban Barnsley and the Principal Towns
- Safeguarded Strategic Waste Management Site — Site allocated for safeguarding and enhancing existing strategic waste management site in the Barnsley, Doncaster and Rotherham Joint Waste Plan (Adopted March 2012)
- Safeguarded Former Railway Lines — Former strategic railway lines safeguarded for potential reinstatement
- Canal - Safeguarded Route — Protected parts of the canal routes which are in water and have a green infrastructure function, or where a towpath exists which is a public right of way
- Canal - Historic Route
- Site with Planning Permission for Mineral Extraction
- Area of search for new minerals — Area to be safeguarded from inappropriate non-mineral development
- Site Safeguarded for Mineral Extraction — Land safeguarded from sterilisation from non-mineral development
- Barnsley Borough Boundary
- Peak District National Park — Area of the Peak District National Park falling within the Barnsley Borough
- Scheduled Ancient Monument — Important sites and monuments given legal protection by being placed on a list (or schedule)
- Existing railway lines and stations
- Route of HS2 consultation — See HS2 website at www.gov.uk for more information
- Undevelopable Land due to Heritage — Land to remain undeveloped due to the impact on the historic environment

Chapter 3.0

INVOLVEMENT

Introduction

The preparation of the hybrid planning application has involved significant consultation with Barnsley Council, stakeholders and the general public.

The proposals for the site have been prepared alongside the Masterplan Framework, which has been led by Barnsley Metropolitan Borough Council. As such, the Council have been fully engaged and involved in every step of the design process. A suite of meetings between Council officers, landowners, Newlands Developments, Hoyland Development Limited, and the consultant team have provided opportunities for involvement at every stage of the design process.

A number of Technical Workshops were held in March 2020, allowing officers to provide direct feedback on the assessment and design to the consultant team.

Proposals for the Hoyland West Masterplan Framework Area were presented to Design Panel on 2nd April 2020. This comprises a group of experienced design professionals, such as architects and landscape architects, who are independent from the Council. The emerging Masterplan Framework was very well received by the panel, who provided helpful feedback.

A further presentation was given to elected members on 17th April, who were briefed on the emerging Masterplan Framework. Concerns were raised about increase in traffic, but members were given assurance that the proposed road infrastructure would provide more than enough capacity to accommodate predicted traffic generated from the development. Members reacted positively to the potential closure of Tankersley Lane to vehicular traffic.

Where appropriate, comments received from these meetings and presentations have since been addressed through the design evolution.

Public Consultation

Public opinion is being sought on the wider Hoyland West Masterplan Framework area, which the proposed development forms a significant part of. A set of consultation boards have been prepared to convey the proposals to the public. These are available for the public to view on the Council's for a six week period starting in May 2020. The Council has also posted a list of Frequently Asked Questions, and the public are presented with opportunity to comment on the development proposals.

Leaflets have been sent to local businesses and residents to notify them of the consultation, and advise them on how they can have their say.

Comments received through this consultation process are being regularly provided to the design team, to allow this to be fed into the design process prior to submission of a planning application.


HOYLAND WEST
LOCAL FACILITIES
FACILITIES PLAN


HOYLAND WEST
TECHNICAL CONSIDERATIONS
DRAINAGE ASSESSMENT PLAN


HOYLAND WEST
INTRODUCTION
SITE LOCATION
VISION:
LOCAL PLAN POLICY
LAND INTERESTS


HOYLAND WEST
TECHNICAL CONSIDERATIONS
CONSTRAINTS AND OPPORTUNITIES PLAN


HOYLAND WEST
DESIGN CONSIDERATIONS


HOYLAND WEST
THE CONCEPT MASTERPLAN


HOYLAND WEST
THE CAPACITY PLAN


HOYLAND WEST
NEXT STEPS
CHARACTER AREAS

Chapter 4.0

EVALUATION

Introduction

The assessment of the site and surrounding area (as summarised in the previous chapter) has identified a number of opportunities and constraints associated with the proposed development. This chapter broadly explains how these have been considered throughout the design process, and how the layout has evolved to take these factors into account.

Ecology

The ecology report recommends siting of insect hotel type enhancement within suitable habitat linked to green corridors. Additionally, bird and bat boxes could be installed on retained trees.

Further recommendations include planting as much structural variety as possible (trees, shrubs, grasses, perennial herbs, bulbs, mulch and gravel) and flowers known to provide nectar for pollinators (single blooms). Particularly where enhancement such as insect hotels are being used (facing between south and southeast) ensuring new planting schemes support abundant nectar sources available from early spring to late autumn (flowering in each month) is important.

Any fencing around plots should allow for hedgehog access. Good connectivity is needed for most wildlife (linear corridors or stepping-stone habitats with only small breaks in cover and free from artificial light as much as possible).

Drainage and Flood Risk

The site is located within Flood Zone 1 (low risk) and is therefore considered to have less than 1 in 1000 annual probability of fluvial flooding. There are some small areas of surface water flooding shown within the site, however, these will largely be collected by the development drainage.

The proposed drainage solution for plots 1 and 2 along with the majority of the road, surface water will be stored within an attenuation pond, discharged at the QBAR discharge rate based on the area of contributing catchment for the western ditch located to the south of the site. Surface water attenuation will be provided for events up to the 1 in 100 year plus 30% allowance for climate change as required by BMBC.

For the northern plots surface water attenuation will be provided at a rate to be agreed with BMBC, providing attenuation up to the 1 in 100 year plus 30% climate change allowance.

Heritage and Archaeology

The Archaeological Desk-Based Assessment recommends that sample excavation take place to record the makeup and profile of deposits and any sub-surface remains associated with the former northern wall of Tankersley deer park and establish its relationship (if any) with adjacent evidence for ridge and furrow agriculture to its north. Whilst the archaeological potential of the ridge and furrow is limited, the area covered by the earthwork remains should be mapped and efforts should be made by the developer to preserve visible earthwork remains in situ, where possible.

The requirement for any further archaeological recording within the Site Area will be decided by the South Yorkshire Archaeology Service.

Noise

The noise assessment carried out concludes that the operation of the proposed development is unlikely to result in any significant adverse noise effects at the assessment receptors and this complies with all relevant national and local planning policy requirements regarding noise.

A bund and fencing is proposed to run along the eastern edge of the Link Road in order to mitigate for noise disturbance to the adjacent site allocated for residential development.

Landscape Character & Visual Amenity

The site lies within the landscape character area "E4 Hoyland Settled Wooded". The Barnsley Landscape Character Assessment states that the landscape sensitivity to further development is low and landscape capacity is considered to be medium.

According to the landscape character assessment, the Landscape strategy objectives should include planting of hedgerow trees, and woodland planting along urban edges to enhance landscape character and break up development.

The site is visually well contained. Therefore, development is unlikely to affect large numbers of receptors or sensitive receptors, but will nevertheless require appropriate mitigation measures to deal with potential visual impact from certain locations, where built development will result in an apparent change to the view. This will include offsetting development from sensitive receptors and significant new planting / land modeling.

Land Contamination and Ground Stability

The cut and fill works necessary to create level development platforms has been designed to retain all soils on site wherever possible. The earthworks shall be undertaken in accordance with a detailed Earthworks Specification to ensure the performance criteria are met. Excavated soils where not suitable for immediate re-use (due to excessive moisture content or large particle size) will be processed on site to render them suitable.

Where necessary, ground improvement will be undertaken in areas of opencast backfill to reduce predicted settlements to acceptable limits and enable subsequent construction.

Slopes will be designed to take account of the geotechnical parameters of the strata - both within and below the slope, groundwater levels and drainage.

Local Character

Whilst it is difficult to reflect local character in large industrial/ distribution units, the visual amenity will be carefully considered in the design of facades. Strong colours that are not characteristic of the area will be avoided, and instead a combination of muted colours and horizontal grading will be used to break up the mass of large elevations.

Dry stone walls, which have been identified as characteristic features in the local area, could potentially be reflected through use of the same material and construction technique in entrance features. Similarly wave-shaped topography could be used to reference ridge and furrow, which is found within the wider landscape around Hoyland.

Movement

The site lies close to the local, regional and national highway and could be connected easily to it via an existing bell mouth onto Birdwell Roundabout.

There are a number of dedicated pedestrian routes in the vicinity of the site which could connect into the proposed pedestrian cycle routes through the site, providing connectivity to the existing settlement, and to the countryside beyond.

Three options have been considered for Tankersley Lane, as illustrated here. The preferred option would be to close the section between the link road and existing houses to vehicular traffic, and make this into a green corridor, incorporating a 3m wide combined footway and cycleway. This would stop the road being used as a rat run. Two other options considered, and subject to public consultation, are 2) retaining access for vehicular traffic, and 3) closing the road between the M1 bridge and the existing houses. Highways England do not support the latter option.

Tankersley Lane Option 1 - Access over M1/Green Link



Tankersley Lane Option 2 - Open to traffic
(Ahead only, no access onto Spine Road)



Tankersley Lane Option 3 - Green Link
(Tankerlsey Lane closed to Vehicular traffic between M1 & dwellings)



Chapter 4.0
EVALUATION

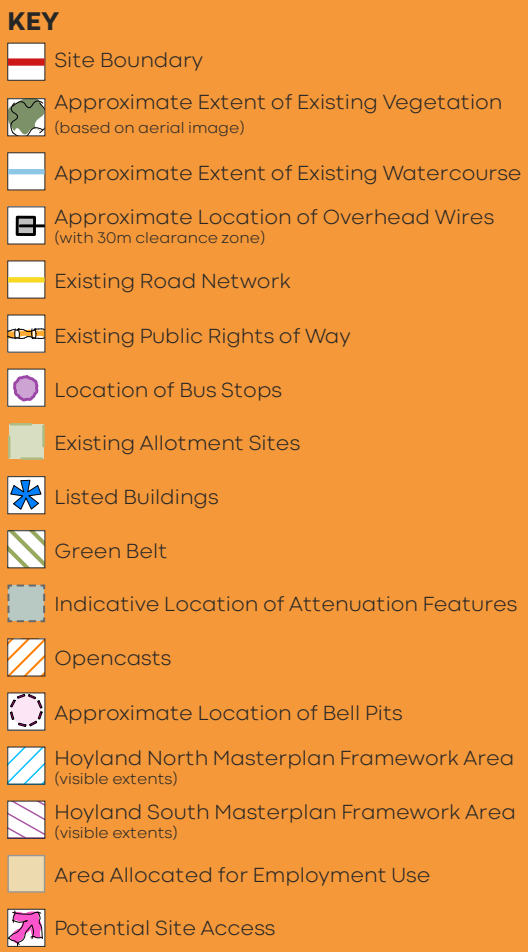
Constraints and Opportunities

Constraints

- Green Belt - western and southern site boundaries lie adjacent to the green belt;
- Opencast - made ground and high walls associated with previous mining activity;
- Listed buildings - several listed buildings are in the vicinity of the site;
- High voltage overhead cables - cross the site from west to east;
- Topography - cut and fill will be required to create development plateaux.
- Veteran tree on northern edge of Bell Ground.
- Drainage - limited outfalls available.
- Relocation of sports and community facilities from Rockingham Sports Ground

Opportunities

- M1 - close to major road network, with easy access via Junction 36;
- Extensive woodland blocks on or close to site providing visual screening and ecological habitats;
- Attenuation features - potential to create dual-use drainage attenuation features off-site, enhancing local biodiversity;
- New access - located in convenient locations off the existing road network;
- Public transport network - close to the site, providing easy access to Hoyland Centre, Barnsley, Wombwell, Elsecar and Chapeltown;
- Public Rights of Way network - in close vicinity of the site, providing access to the wider countryside;
- Good connections to Rockingham development and Hoyland North.
- New link road will ease congestion on Sheffield Road, thus leading to an overall improvement in air quality



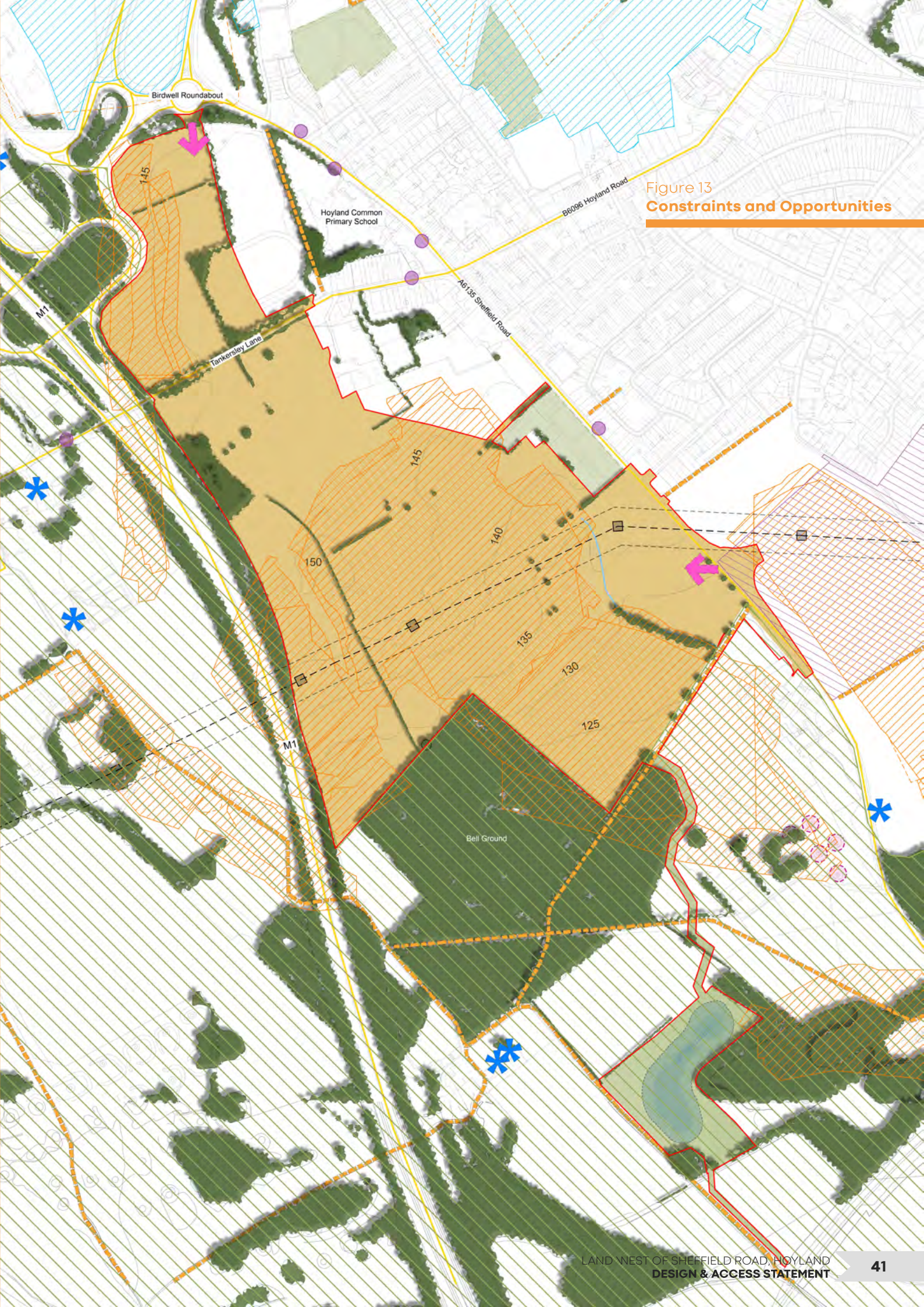


Figure 13
Constraints and Opportunities

Chapter 5.0

DESIGN

A Vision for Hoyland West

"To create a sustainable, high-quality development on the western edge of Hoyland, providing a pleasant environment in which to work. The employment development would deliver 49ha of offices, general industry, warehousing and distribution units, along with associated infrastructure.

The proposed link road will connect Hoyland West to the strategic road network, while providing additional benefit to existing Hoyland residents and businesses by reducing traffic along Sheffield Road. The proposals will respond positively to the surrounding environment, and will be set within Green Infrastructure."





Figure 14
Masterplan Framework Area

The plan shown here illustrates the proposals for the wider Hoyland West Masterplan Framework Area, which have been developed in consultation with the Council. This forms the basis for the proposed development which is described in the DAS. The site excludes Plots 4, 5 and 6 from the Masterplan Framework

Design Rationale

The design process has been iterative, and informed by the result of assessment and evaluation work carried out by the consultant team, as summarised in the Assessment and Evaluation sections of the DAS.

The design proposals has evolved through close collaboration with the consultant team, key stakeholders, and Council officers. The design responds to the Constraints and Opportunities, as previously described.

The design has sought to respond to the site and its surroundings, and sought to provide a considered design response. The character of the wider area will be reflected, where possible, through the use of locally native planting, and entrance features that reflect characteristic landscape elements such as dry stone walls and ridge & furrow.

The design of building elevations will consider how they will be viewed - with grey and blue cladding used where buildings are likely to be seen against the sky. Active façades will face onto the link road, whilst service yards and loading bays will be situated in areas that are less visually prominent.

Design Principles

The development principles have been written as a response to the analysis of the site and its surroundings and the outcome of consultation on the emerging proposals.

1. **Design a development that is sympathetic to its surroundings** - all plots should assimilate well within the surrounding context through the use of scale, form and architectural design.
2. **Provide multi-functional Green Infrastructure -** Significant areas of new planting, grassland and drainage attenuation will be provided to enhance biodiversity and provide visual mitigation for the built development. Existing vegetation will be retained where possible. The veteran tree on the boundary with Bell Ground will be incorporated into the proposals
3. **Provide a network of accessible pedestrian and cycle routes** - various footway/cycleways will be incorporated into the site along the new link road and connecting to existing Public Rights of Way.
4. **Work with the existing topography** - although land modelling will be necessary the development will take into account the prevailing southern change in topography.
5. **Introduce a gateway to the scheme from the north** - those entering the site from Birdwell Roundabout will be welcomed by landmark office buildings, and high-quality green infrastructure along the link road that seeks to incorporate elements that are characteristic of the wider area (such as dry-stone wall and/or ridge and furrow features).
6. **Carefully considered built design** - massing of larger units would be broken up through the use of a carefully selected palette of colours.
7. **Consider visual amenity of most sensitive receptors on the western edge of Hoyland** - the built development will be located as far west as possible, and significant structural vegetation will be provided in the east and south of the site.
8. **Provide direct connections to the existing settlement of Hoyland** - to encourage commuting by bike and on foot, and allow workers to easily access facilities.
9. **Design a pleasant link road** - the link road will not be designed as a bypass, but it will be integral to the overall layout, set within high quality Green Infrastructure, with active building façades facing onto it.
10. **Develop the site to be innovative & sustainable** - the site will be forward thinking in its design, meeting current and evolving standards with regard to construction, operation and use of resources.

Use

The site will incorporate a mix of employment buildings and facilities including:

- Offices and Research (B1 Class)
- General Industry (B2 Class)
- Storage and Distribution (B8 Class)
- A new link road connecting Sheffield Road to the south and Birdwell Roundabout to the north.

A significant amount of Green Infrastructure will make up the rest of the site including the following elements:

- Retained existing vegetation where possible including a veteran tree adjacent to Bell Ground.
- Proposed native vegetation blocks and hedgerows including a buffer (min 10m width) parallel to the M1 along the western edge of the site.
- A diverse mix of grassland and wildflower habitats
- Drainage attenuation features, located to the south of the site, with associated grassland, planting and habitats.

Amount

The following table sets out the amount of land and use for each plot:

Plot	Employment Class	Area
Plot 1	Employment - B8 Storage and Distribution	18.00ha
Plot 2	Employment - B1, B2 & B8 Storage & Distribution, Offices & General Industry	10.47 ha
Plot 3	Employment - B1, B2 & B8 Storage & Distribution, Offices & General Industry	04.92 ha

Layout

Introduction

The site covers a total of 53.15 ha and includes employment areas, a new link road, pedestrian and cycle provision, existing and proposed vegetation planting and drainage attenuation features.

Full permission is being sought for Plot 1, earthworks, Green & Blue Infrastructure, the link road, and associated infrastructure. The internal layouts for Plots 2 and 3 are indicative at this stage - full details to be agreed at Reserved Matters stage. This section aims to set out key principals for development, responding to the context of the site and the associated constraints.

Development Framework

The overall layout has been principally informed by the site-specific policy (Local Plan policy ES13), which sets the out some key parameters for the layout:

- Provision of a link road between Birdwell Roundabout at the north, connecting in to Sheffield Road at the south.
- Relocation of Rockingham Sports Grounds
- Provision of minimum 10m buffer strip alongside M1
- Planting of a substantial tree belt at the southern boundary in order to define the new Green Belt boundary.

The location of a link road against the eastern site boundary creates the most efficient layout, creates the most direct connection between Birdwell Roundabout, and Sheffield Roundabout to the south, and creates opportunities for connections between the link road and the existing settlement edge.

The employment area covers 28.45ha (add Plot 3 when confirmed) of land across the site. It will include B1, B2 and B8 employment, access roads, proposed planting and associated services. Principal access to the plots will be accessed via the link road.

The B8 employment plots will be located to the south of the site where the lower topography lends itself to the larger footprints, with blocks of existing vegetation already present. The B1, B2 and smaller B8 employment will be located to the north of the site. The access point from Birdwell Roundabout creates a prominent arrival space to the site, so the B1 Offices are well suited to this location.

The employment area will have a strong landscape framework. The basis of this is the retention of existing planting where feasible, augmented by significant areas of new woodland planting, forming a buffer to the M1, a strong Green Belt boundary, and a buffer to residential areas to the east. In addition, woodland planting will be established on the embankments between development platforms.

The new woodland planting is designed in part to mitigate the visual impact of development. Proposed landscape treatment will help to screen and soften development although the upper sections of buildings may still be visible.

The sustainable urban drainage system incorporates a large attenuation basin to the south of the main site area - explained in more detail later in this DAS.



Figure 15
Development Framework

Illustrative Masterplan

The Illustrative Masterplan opposite is a combination of the proposed site layout (being applied for in full), and indicative layouts for Plots 2 & 3. The proposed site layout comprises Plot 1, highways infrastructure, green & blue infrastructure and earthworks.

Design information for each development plot is set out in the following sections of this DAS.

It is envisaged that Plot 2 would comprise a single B8 unit, that would be set back in the plot, closer to Bell Ground woods, and avoiding the overhead electricity cables.

The Illustrative Masterplan shows how Plot 3 could deliver a range of B1, B2 and B8 units. It is envisaged that a larger B8 unit could potentially be delivered at the southern edge of this plot, accessed via Tankersley Lane. A number of B2 units are indicated centrally, with further high quality B1 offices in the northern extent of the site, facing onto Birdwell Roundabout and the link road.

Detailed proposals for Plots 2 & 3 will come forward at Reserved Matters stage.

Scale

Introduction

Although the proposals are indicative, other than Plot 1, the following information sets out the parameters for development across the site.

A variety of building types could be used within the different plots. The B8 employment units will require a large floorspace with tall floor to ceiling heights. B2 employment units, located in Plot 3, can be more varied in their appearance in order to suit the final manufacturing need, although should be consistent with the other units. B1 Office and research units, also located in Plot 3, should be a maximum of 2 storeys.

Building Height Parameters

	Maximum Building Height	Tolerance
Plot 1	16.4m set at 144.5m AOD	0.1m
Plot 2	18m set at 135.25m AOD	0.75m
Plot 3	18m set at 145.6m AOD	



Figure 16
Illustrative Masterplan

Key Principles and Opportunities

Arrival Spaces

In order to create a sense of arrival into the site, built elements with strong landscaping features can be used to emphasise arrival spaces and entrances to plots. Plot 3 lends itself as a key arrival space to the site, being situated beside Birdwell Roundabout.

Other key locations include entrances via a new roundabout along Sheffield Road, and pedestrian access using the new 'green link' along Tankersley lane.

References to Site Heritage

The site and surrounding context has many features that are typical to the surrounding area such as dry stone walls and a 'ridge and furrow' undulating landform. These elements can be incorporated into the site to create a subtle hint back to the site's heritage.

Dry stone walls or lookalike options could be used at key spaces or as part of retaining walls and features. Ridge and furrow treatments could be used along the link road to add interest, in the way it has been used at Sheffield Digital Campus.

As mentioned in the site's history, the land was formerly used as a deer park in connection with Tankersley Manor. This theme could be used within the site through the use of sculptures and art work.

The use of such features would help the site to sit well within the landscape and surrounding context, whilst also acknowledging the site's history.

Material Palette

Due to the varying uses across the site (B1, B2 & B8) a varied material palette may be required. Larger units should seek to blend into the surrounding landscape by using features such as linear gradient colour blocks.

Smaller units should be consistent in their approach but may use a more sophisticated palette of red brick and stone. These finishes are more suitable for the smaller, B1 units to the north of the site.

All other associated features such as entrance spaces, parking and services should aim to use high quality elements and materials.



Deer Sculptures



Landscaping at Arrival Spaces



Stone Wall Features



Key Frontages



Dry Stone Walls



Stone Gabion Baskets (J 36)



Entrance Features
(Waverley Business Park)



Ridge & Furrow Features
(Sheffield DC)

Green Infrastructure

Introduction

Detailed landscape proposals are to be submitted as part of the planning application for Plot 1, the Link Road and the drainage attenuation area. The following principles set out the intended strategy for the site as a whole. The Green Infrastructure proposals take into account the site's constraints, ecological requirements and existing features.

Where possible, as much of the existing vegetation will be retained on site including a veteran tree that lies on the boundary of Bell Ground. In order to compensate for the vegetation lost, new areas of native woodland planting will be incorporated into the design including a woodland buffer (min 10m wide) running parallel to the M1 on the western boundary of the site.

Standard trees and native hedgerows will be planted across the site. in addition, amenity ornamental shrub planting will be located within the plots.

Due to the size of some of the employment units, a strong landscape framework will be created around the edges and within the site in order to mitigate the impact of the development on the site and surrounding area.

Key Landscape Principles

- Retention of as much existing vegetation where possible, including a veteran tree on the boundary of Bell Ground.
- Mixed native buffer planting to the edges of the employment units. A 10 m wide (min) buffer will be created parallel to the M1.
- A strong landscape framework created along the new link road to include grass verges, standard trees, hedgerows and ornamental planting. This is designed to enhance the pedestrian experience.
- Ornamental shrub and standard tree planting within plots.
- Mixed nectar rich grasslands to be created providing ecological links to a biodiversity zone.



Figure 17
Green Infrastructure Plan

Green Infrastructure

Plot 1

Green infrastructure will be created around the full perimeter of the largest plot.

The plot forms the backdrop to a large section of the new link road. Planting within highways land will provide a buffer between the link road and the large parking area, helping to filter views to the building.

To the rear of the plot a large amount of the landscaping will be made up of the buffer planting along the M1. This not only provides new habitat but also screening to help screen views of the building.

Plot 2

This plot will largely follow the same principles as Plot 1 in terms of buffer planting and landscaping to the front.

The southern and eastern edges of the plot will be planted with a native woodland buffer helping to mitigate the impact of development on views into the site. A nectar rich grassland meadow will be created between Plots 1 & 2 providing a linear connection through the two plots for wildlife. This linear network will link to a biodiversity zone located in the south western corner of the site.

Plot 3

Plot 3 is the most diverse of the plots due to the mix of employment units, layout and service requirements. This allows for a varied palette of landscaping treatments to be included.

As shown on the Green Infrastructure Plan, and detailed planting proposals submitted with the planning application, buffer planting should be included, where possible, to the west of the plot creating a buffer between the M1/Junction 36 and the employment units. To the front of the plot a network of landscape features along the link road will be created with ornamental planting positioned at the entrances of the plot. This helps to create a sense of arrival.

Within the plot and especially around public areas such as parking and amenity spaces, standard tree and ornamental shrub planting should be included to create an attractive setting and to break up areas of hardstanding.

Drainage Attenuation Features

To the south of the site an area for drainage attenuation has been incorporated in order to mitigate the increased run off the employment units and hardstanding will create.

This area takes advantage of the secluded setting and focusses strongly on ecological aspects that will benefit the local wildlife. Areas of wildflower meadows and tussock forming grassland provide habitats and foraging opportunities.

Marginal/Aquatic planting are included around the areas of the attenuation basin, as well as wetland grassland mixes.







The Link Road

The new link road will provide a linear feature connecting each end of the site to the existing road network. This will create a robust network of green infrastructure including standard trees, hedgerows, grass verges and ornamental planting.

A consistent approach has be used along the link road in order to create a cohesive scheme that helps to define and aid navigation throughout the site.

At key nodes such as entrances to the site and plots, arrival spaces should be used incorporating ornamental landscaping and built features. Bulb planting can also be used at key points along the link road to denote pedestrian crossing points and access into plots. Planting has been designed at a human scale to maximize pedestrian experience.

A bund will also be created along the eastern side of the link road with vegetation planted to provide mitigation and visual screening to views from the south.

The sections below show the typical design of Green Infrastructure along the link road at Plot 3 and Plot 1. As shown, the varying topography along the length of the road will help create a varied experience along the road.

Wide planting buffer along the spine road, with avenue trees, ornamental planting and native hedgerows



Precedent: Rugby Gateway

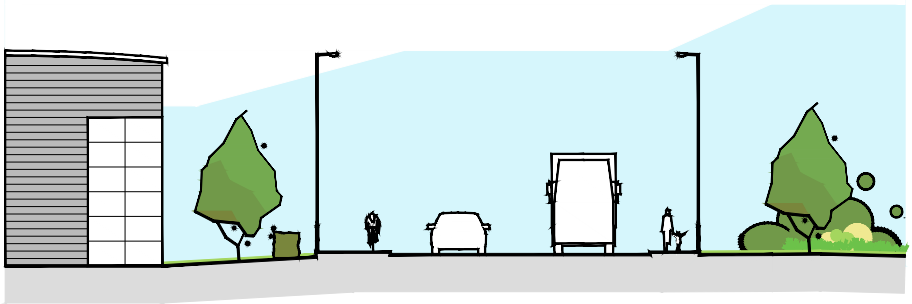
Footway/Cycleway

Avenue Style Tree Planting



Precedent: Sheffield Business Park

Indicative Sections







Chapter 5.0

DESIGN

Plot 1

Introduction

The application for Plot 1 seeks full planning permission for the Construction of a warehouse distribution centre (Class B8) with ancillary office accommodation (Class B1(a)), parking areas, landscaping, internal roads, Vehicle Maintenance Unit, gatehouses, fuel and vehicle wash, roof-mounted photovoltaic array, access from the proposed link road, and other associated works.



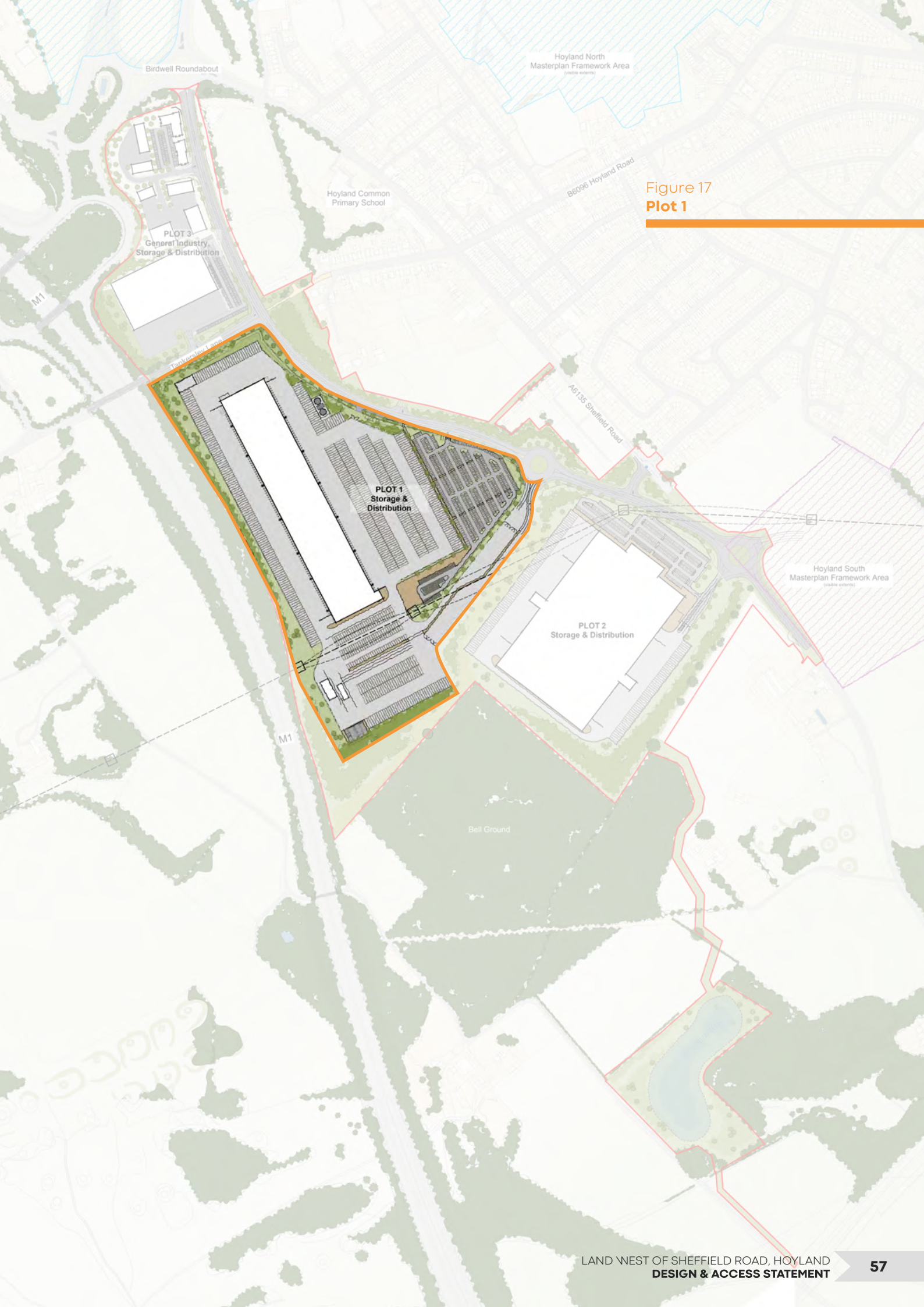


Figure 17
Plot 1

Plot 1

Design Evolution

Dating back to March 2019, the initial design indicates proposal to build a new facility matching the Occupiers facility at Rugby, designing around existing constraints, mainly the Power Lines.

The initial unit requirement was for a 60m wide x 370m long unit with 600 car spaces and 450 HGV. Further progression of design added an initial road design and rotated and reshaped scheme design produced a remaining plot (Plot 2).

Various iterations of design were produced based on comments and requirements from the Occupier, with varying requirements for HGV and Car parking levels. With further stakeholder input and initial discussions between the Local Authority and Highways, the road design progressed further.

With the extent of externals and Building finally agreed, detailed road designs have progressed through various options and earthworks contour modelling could be finalised.



Initial plan based on rugby facility - March 2019



Further development of rugby design - March 2019

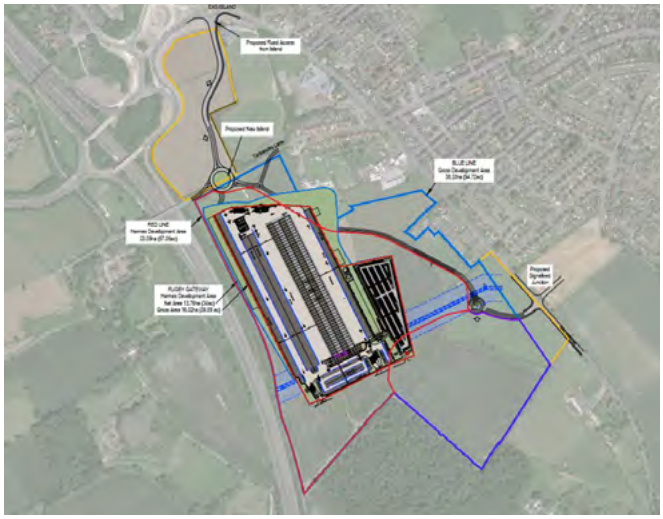


Replanted, further detail - June 2019

Plot 1



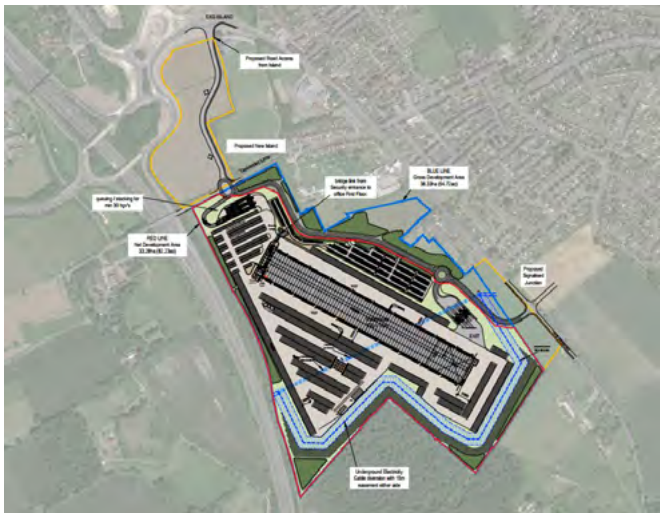
Road designs update July 2019



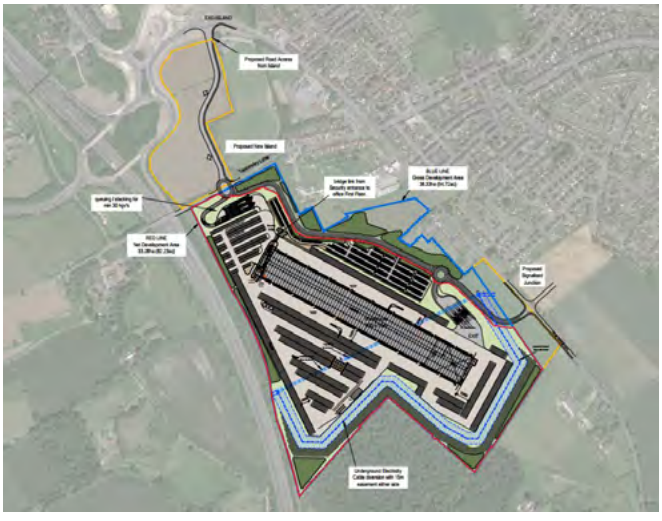
Reduced extent version - Oct 2019



Max size unit plan option - Sept 2019



Road design revised using council land - Nov 2019



New road design, resized unit - Oct 2019

Chapter 5.0
DESIGN
Plot 1

Design Proposals

The Development of the site has evolved from the identification of key policy requirements and commercial demand. The conclusions of the extensive analysis of the site and the evolution of the scheme in a response to market demand, specialist consultants reports, public consultation and stakeholder engagement.

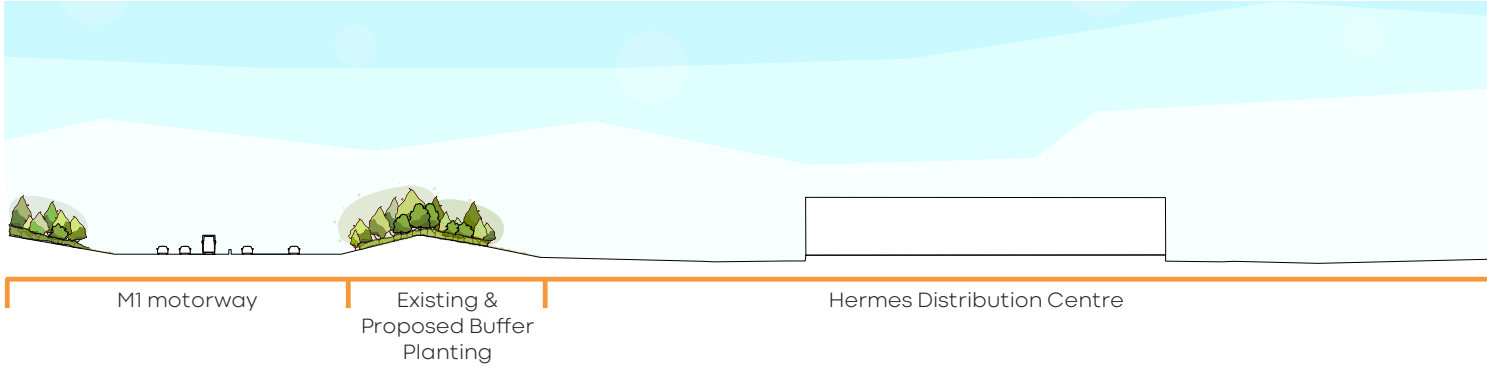
The proposed development comprises:

- 27,750sqm (298,700sqft) (gross internal area) of warehousing
- 3 storey office, block
- Vehicle Maintenance Unit (VMU)
- Gatehouses to the entrance and overlooking service yard
- HGV wash facility
- HGV re-fuel facility
- On site landscaping and tree planting
- Sub-stations and other utilities infrastructure as required
- 650 car parking spaces (including dis)
- 595 HGV parking spaces
- 150 Tractor spaces
- 60 Cycle spaces

It also includes significant cut and fill earthworks to create a level plateau for the buildings. HGV access is provided via a new roundabout on the link road, at the south of the plot. Access to the car park access for other vehicles is provided via a T junction further north, with a ghost island provided for right-turning traffic. A further emergency access point further north connects the link road to the HGV parking area.

Green Infrastructure proposals for this plot have been described previously in more detail. Significant native woodland planting will create strong buffers along the northern, western, and southern boundaries. Tree planting will be avoided where overhead electricity lines pass through the site.

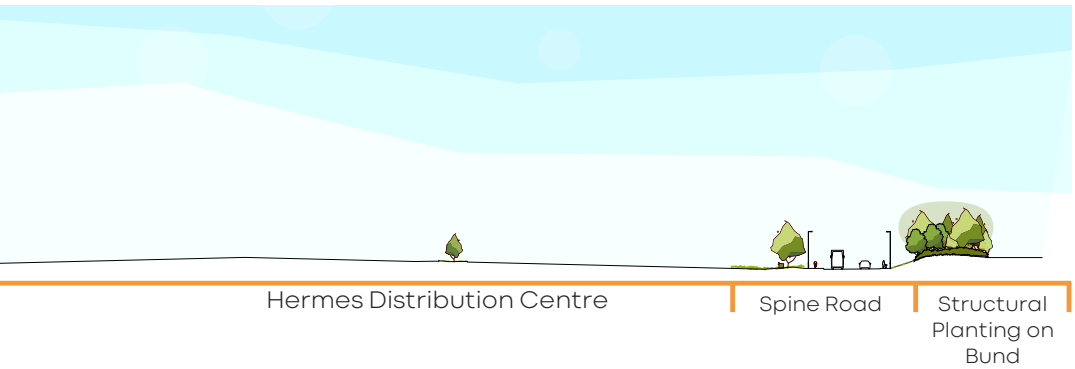
Illustrative Section



Plot 1



Design Proposals



Key Plan



Plot 1

Building Design - Warehouse

The buildings are designed to high environmental and quality standards. They will comply with existing and emerging policies and national standards with regard to building design and appearance, but also environmental and energy efficiency performance and an exemplar approach is being proposed based on low energy design principles. The buildings will be designed to achieve a Very Good rating under the 'Building Research Establishment Environmental Assessment Method' (BREEAM) criteria, incorporating measures to reduce energy demand and carbon dioxide emissions.

The underlying principle of this design approach is to provide buildings that offer architectural character, quality and enhancement to the immediate vicinity, whilst understanding that buildings of this type cannot be fully concealed.

The form of the warehouse distribution unit is largely dictated by the functional requirements of the occupier. However the proposed design has been careful considered to provide interest to the visual appearance of the building and reduce the visual scale, with differing roof levels and elevational treatment to reduce the visual scale of the building and create interest within the elevations. The design philosophy is to create a striking modern appearance, adding quality and aesthetic enhancement. The horizontal emphasis to the warehouse with overlapping building elements and differing roof levels helps to locate the building into its surroundings.

The structure of the proposed building consists of long spanning steel portal frames, creating large column free internal areas, for maximum flexibility of the internal space. The building will have a clear internal height of 12.5m with an external parapet height of 16.4m.

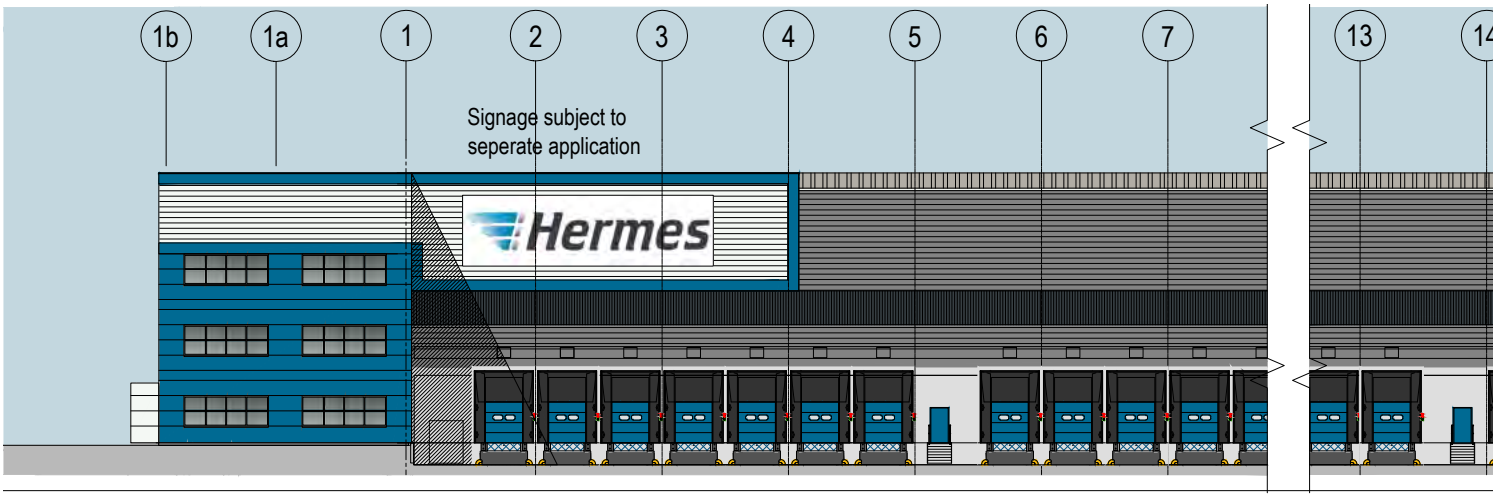
The roof design form is a series of shallow pitches behind a parapet to reduce the visual impact as much as possible.

To the North end of the building on a smaller scale to the office block but of a similar design is the recycling area, level access canopy, WC and comms block.

The areas above the loading docks have been designed in horizontal bands of various grey colours form dark at the bottom to light at the top.

Warehouse elevations are constructed with trapezoidal profiled metal cladding. Metal highlight trims are also incorporated to add further visual interest.

Parapet roof edge design to the warehouse and office block conceals low pitched roof slopes forming continuous hidden eaves boundary type gutters and concealed rainwater downpipes. This arrangement also helps to reduce the apparent building height and provides a perimeter barrier for safe access for gutter cleaning, inspection and maintenance of the roof area.



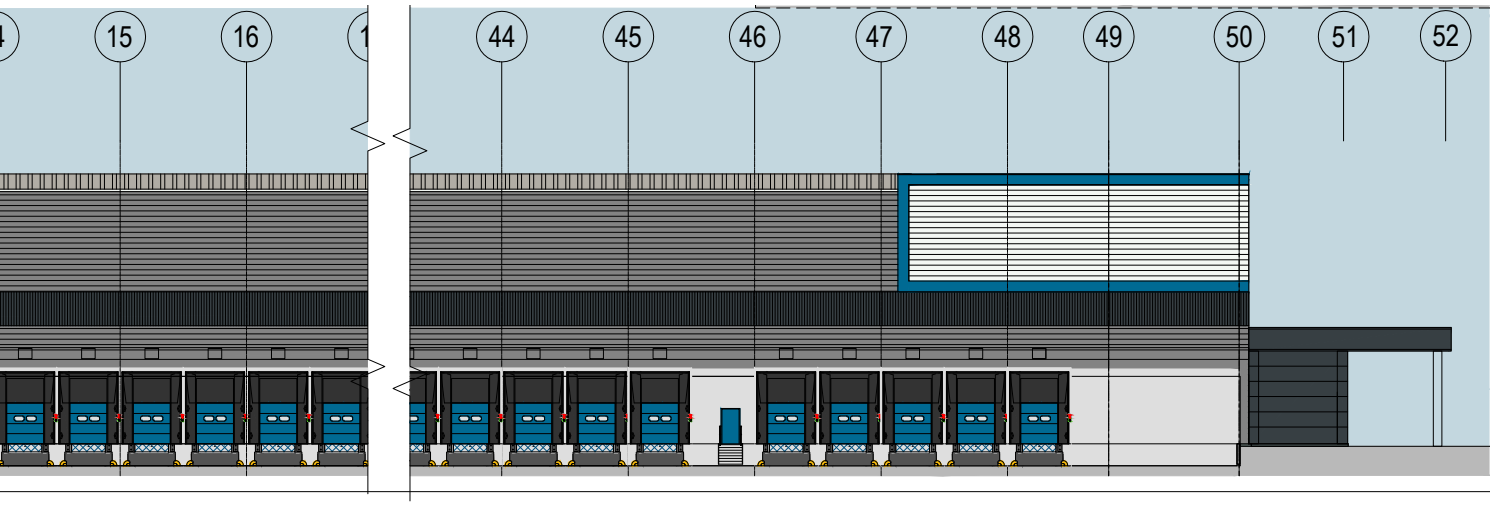
Proposed Warehouse elevation

Plot 1







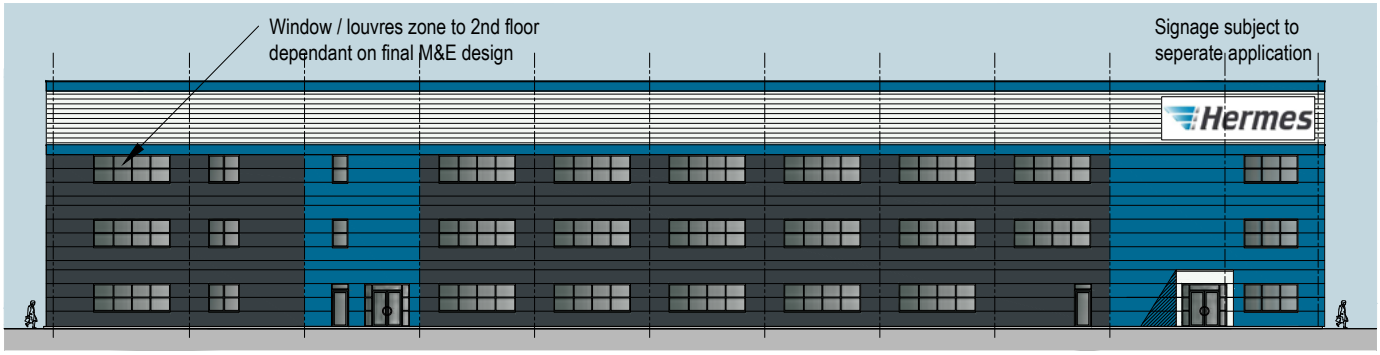


Plot 1

Building Design - Offices

To the South elevation the office building sits projecting out of warehouse façade, linking the car park areas to the warehouse and bridging the service yard/vehicle access routes via a footpath to the east.

Double glazed colour coated framed windows are incorporated within the office block area including automatic glazed entrance doors to the main entrance. Personnel fire exit doors and large insulated panel vertical lift goods doors are located at required access and fire escape points for the installation and are to be colour coated.



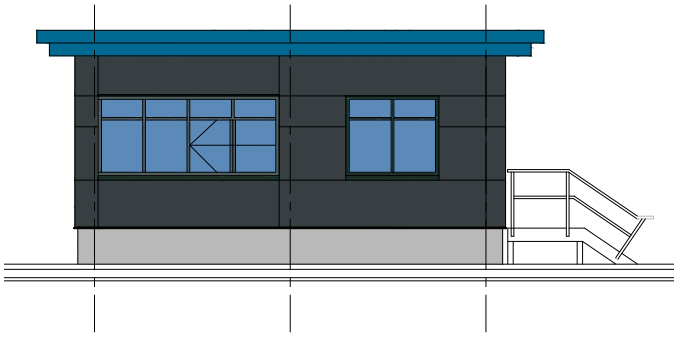
Proposed Office elevation

Building Design - Ancillary Buildings

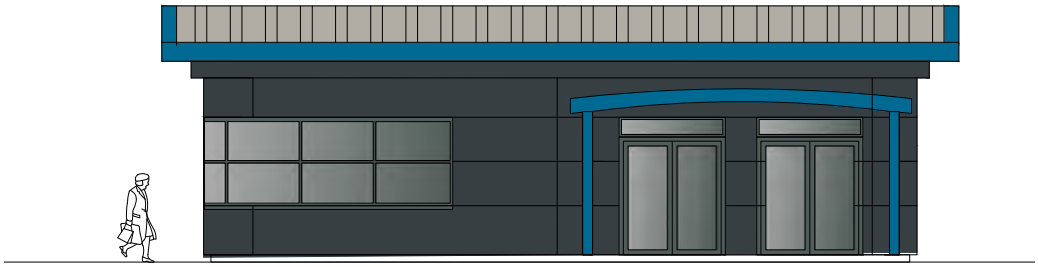
There are a number of external facilities which are relevant to the warehouse/distribution facility and the occupier's requirements which include:

- Gatehouses to the entrance of the site
- A larger gatehouse to overlook the service yard
- A vehicle maintenance unit (VMU)
- Lorry wash facility
- Fuel refill facility

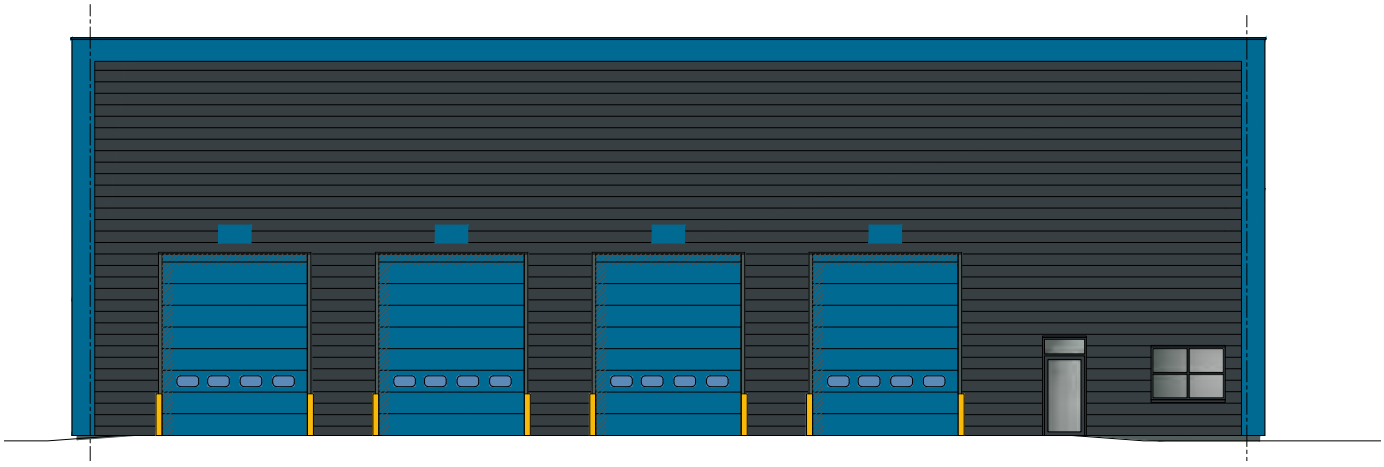
These ancillary building are of a much smaller scale than the main warehouse and offices but have been designed with a similar pallet of colours and materials in order to maintain persistence and aesthetics around the site.



Proposed Gatehouse Type A elevation



Proposed Gatehouse Type B elevation



Proposed VMU elevation

Chapter 5.0
DESIGN
Plot 2

Introduction

The application for Plot 2 currently seeks outline planning permission for the Construction of Employment (Class B1, B2 & B8) with associated facilities. A Reserved Matters application will follow, developing the plot at a detail level.

The parameters set out for the plot are as follows:

- 10.47ha Employment
- Maximum building height = 18m set at 135.25m AOD plus a 0.75m tolerance

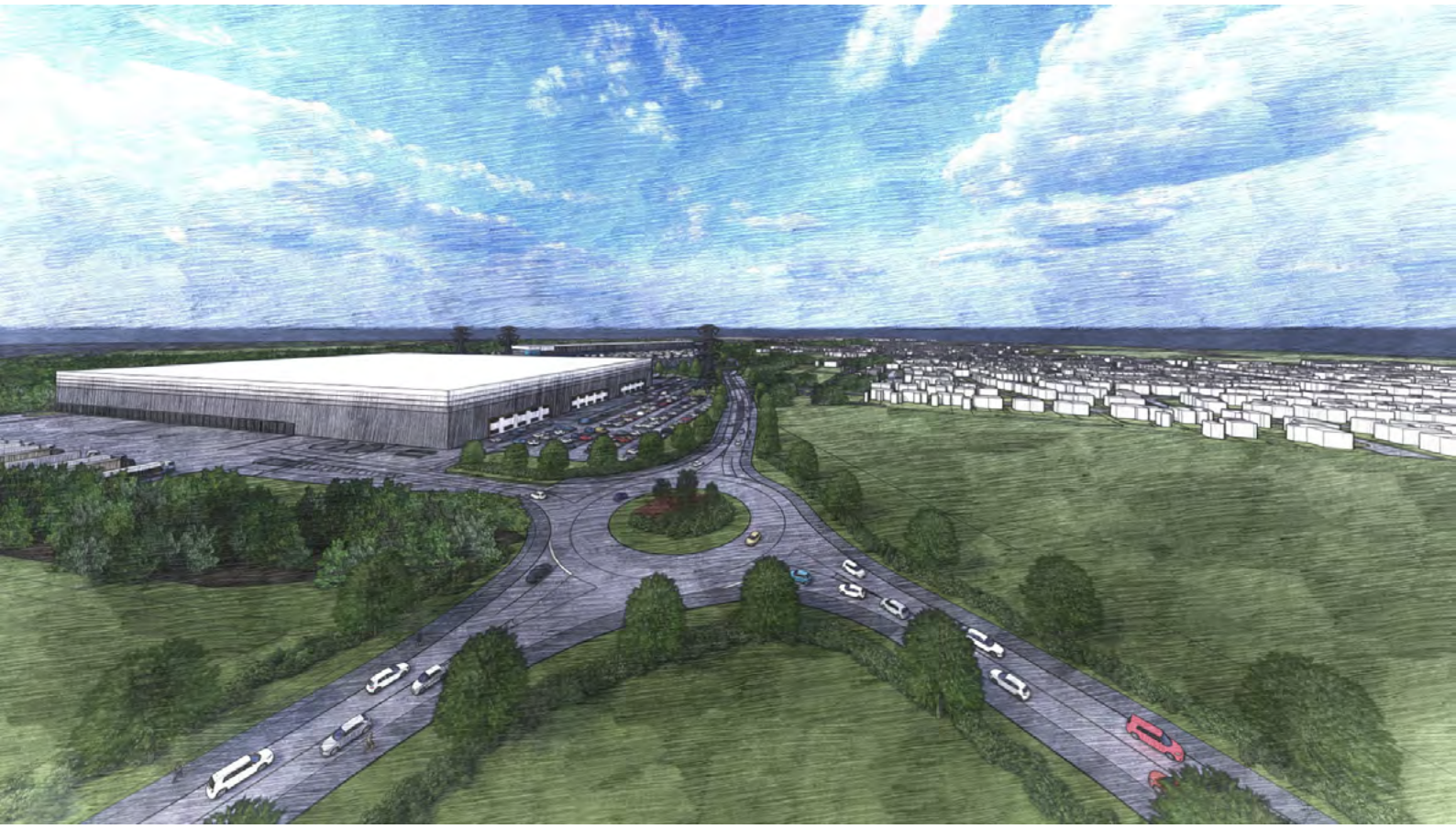




Figure 18
Plot 2

Chapter 5.0
DESIGN
Plot 2

Design Proposals

The proposals for the plot are currently indicative but should seek to include the following key principles.

- Efficient and logical plot arrangement with regards to the layout of the building, parking, servicing, access and landscape.
- Buildings to be well-designed in terms of arrangement, scale, form and architectural design. Innovative designs should be encouraged.
- Create an accessible, secure and safe environment, with a particular emphasis on the movement of pedestrians and cyclists.
- Adopt an appropriate palette of colours, materials and details to ensure that the built form assimilates well within its surrounding context.
- Explore the use of sustainable building and surface materials, in particular key frontages onto Sheffield Road.
- A well-designed movement network in terms of a legible framework of access points, roads, parking, servicing and pedestrian areas.
- Design employee parking to the front of the building and encourage servicing activities to the rear.
- Follow appropriate highway design and parking standards as defined by Barnsley Council, to include the consideration of cycle storage and electric charging points.
- Introduce a green infrastructure including new planting and greenspace around the eastern and southern perimeter of the plot to 'soften' and assimilate the built form into its context



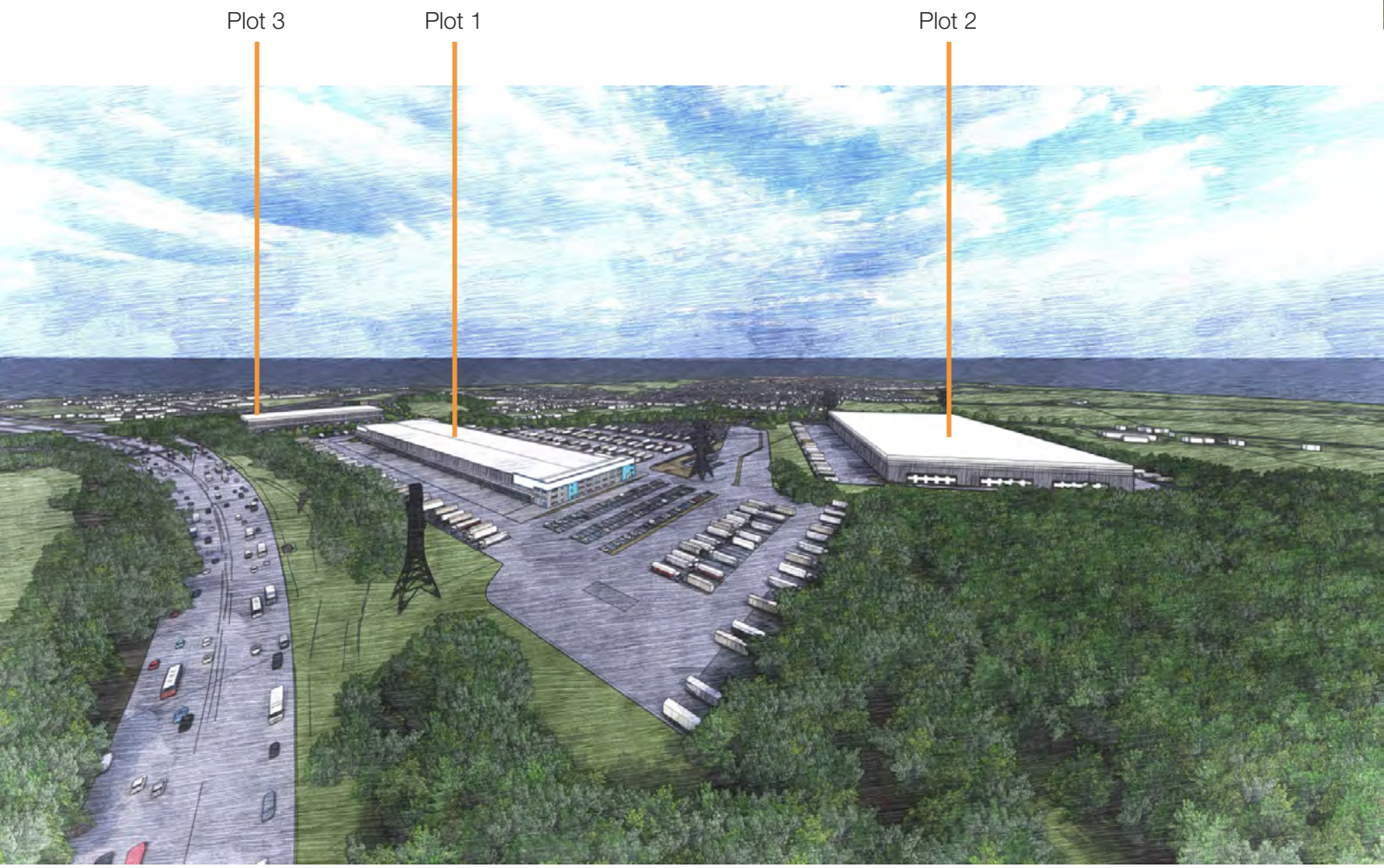
Indicative Plot Arrangement

Plot 2

Building Design - Warehouse

The building design for Plot 2 is currently indicative but should aim to incorporate the following key features:

- A maximum building height set at 18m (ridge height)
- Key frontage treatments at areas visible from the link road and any footway/cycleways. These could include coloured elements to the facade of the building and glazed features where appropriate.
- A consistent colour palette should be considered with other plots on site in order to tie the site together, whilst still being able to distinguish between plots for specific uses.





Indicative Visuals



Indicative Visuals

Chapter 5.0
DESIGN
Plot 3

Introduction

The application for Plot 3 currently seeks outline planning permission for the Construction of employment including a warehouse distribution centre (Class B8), General Industry (Class B2) and Business including Offices and Research (Class B1) with associated facilities. A Reserved Matters application will follow, developing the plots at a detail level.

The parameters set out for the plot are as follows:

- 4.92ha B1, B2 and B8 employment
- Maximum building height = 18m set at 145.6m AOD



Figure 19
Plot 3

Chapter 5.0
DESIGN
Plot 3

Design Proposals

The proposals for the plot are currently indicative but should seek to include the following key principles.

- Efficient and logical plot arrangement of the 3 employment class units (B1, B2 & B8).
- Buildings to be well-designed in terms of arrangement, scale, form and architectural design. Particular emphasis should be made to design an attractive landmark building (B1 class) at the arrival space from Birdwell roundabout.
- Create an accessible, secure and safe environment, with a particular emphasis on the movement of pedestrians and cyclists.
- Adopt an appropriate palette of colours, materials and details to ensure that the built form assimilates well within its surrounding context.
- Explore the use of sustainable building and surface materials, in particular key frontages onto the new link road and at key nodal areas at access points to the plot.
- A well-designed movement network in terms of a legible framework of access points, roads, parking, servicing and pedestrian areas.
- Follow appropriate highway design and parking standards as defined by Barnsley Council, to include the consideration of cycle storage and electric charging points.
- Introduce a green infrastructure including new planting and greenspace around the perimeter of the plot, in particular along the western side to soften the edge along Junction 36.



Indicative Plot Arrangement

Plot 3

Building Design

B1 Use

Offices and Research facilities will be located to the north of Plot 3. These buildings should have considerations made to their scale, form and appearance, especially at key areas. The following features should be considered:

- 2 storey buildings
- Key frontages onto the new link road and entrance points to site. This could include frontage treatments such as stone or a change in material. Glazed elements should also be used in prominent locations.
- A subtle palette of red brick and stone elements to help situate the buildings into their surrounding context.

B2 Use

It is anticipated that General Industry units will sit in the centre of Plot 3. These buildings can have a more bespoke design in order for them to be functional for the final occupant. The following features should be considered:

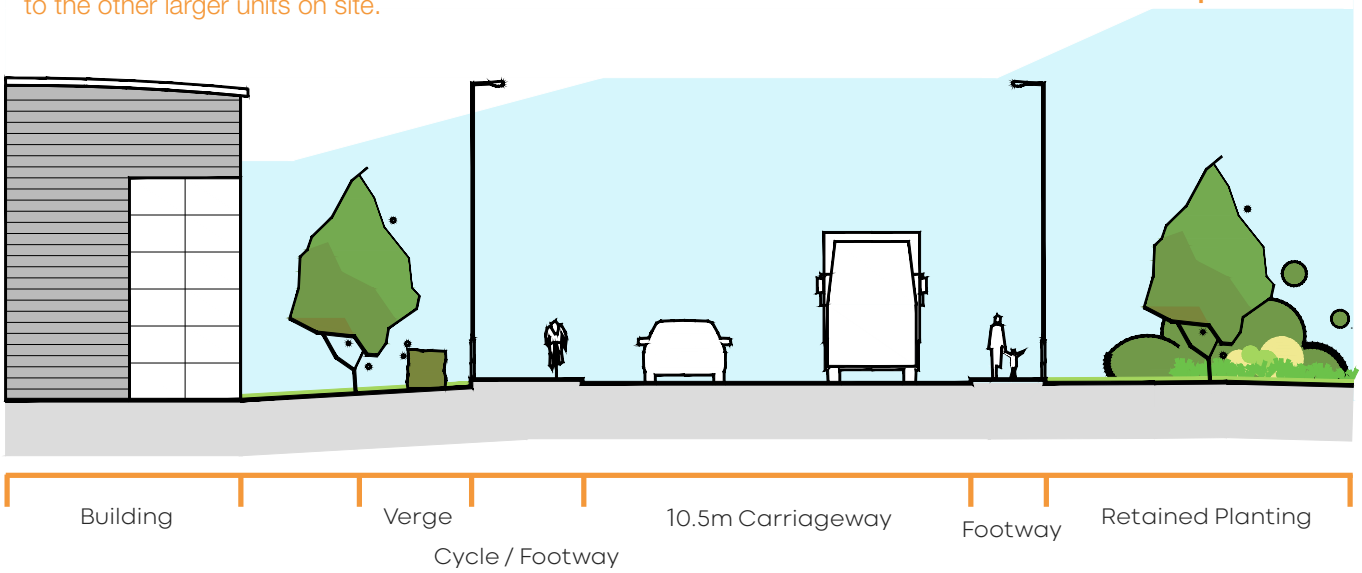
- Taller buildings, but not to exceed the set height of 18m.
- Key frontages onto the new link road and entrance points to site. This could include frontage treatments such as stone or a change in material. Glazed elements should also be used in prominent locations.
- A consistent approach with the colour palette, similar to the other larger units on site.

B8 Use

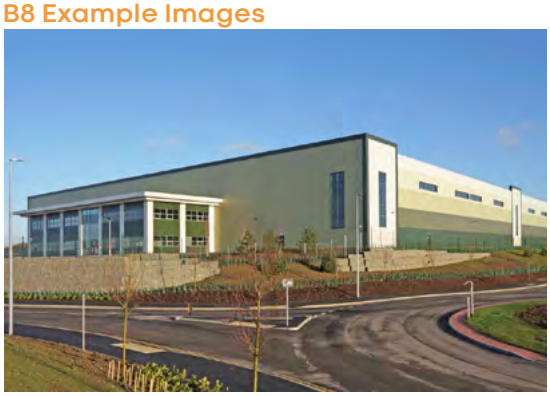
A single Storage and Distribution unit could be positioned to the south of Plot 3. This building will be smaller than the other B8 units on site due to the reduced footprint. The following features should be considered:

- A large unit with tall floor to ceiling heights (max 18m)
- Key frontage treatments at areas visible from the link road and any footway/cycleways. These could include coloured elements to the facade of the building and glazed features where appropriate.
- A consistent colour palette should be considered with other plots on site in order to tie the site together, whilst still being able to distinguish between plots for specific uses.

Indicative Section Across Spine Road

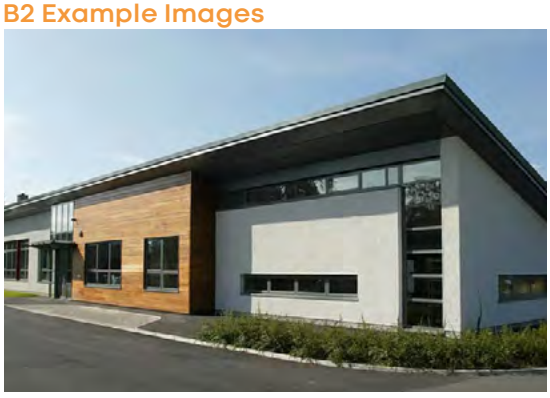


B8 Example Images





B2 Example Images





B1 Example Images





Chapter 6.0

ACCESS

Introduction

The development has been designed to ensure that potential users and visitors, regardless of age, gender or any disabilities are able to access and navigate unimpeded throughout the site. Numerous access points will be provided to the site for visitors using private vehicles, public transport, walking and cycling.

Vehicular Access

It is proposed that the new link road will connect with the existing road network at three locations: at Birdwell Roundabout to the north, Tankersley Lane to the west and Sheffield Road to the south.

At Plot 1, 650 parking spaces will be provided. 43 of these spaces will be allocated for disabled parking bays and located within close proximity to the building entrance. 33 motorcycle spaces will be provided close to the building entrance. In addition, it is proposed that 33 EV charging points will be provided, with circa 130 car parking spaces ducted for future expansion.

Public Transport

There are adequate options for arriving to the development by public transport, with bus stops within walking distance of the development access offering frequent services towards Barnsley, Sheffield and other local destinations. In addition, Elsecar rail station can be reached by bus or cycle.

Pedestrians and Cyclists

Appropriate tactile paving, wide footways without obstacles, signage and street lighting will be provided to ensure an attractive pedestrian environment is provided. New pedestrian infrastructure will be provided throughout the site. The new link road has appropriate pedestrian and cycle facilities, and continuous routes through the development will be accommodated by means of the proposed internal street network.

A new green link will be created connecting to the eastern Tankersley Lane entrance, encouraging pedestrians and cyclists and also linking to existing public rights of way.

Direct connections will be provided between the link road and the existing settlement at Birdwell Roundabout, via Tankerlsey Lane (proposed green link), and via a new connection to Sheffield Road at Parkside Road.

Movement Plan

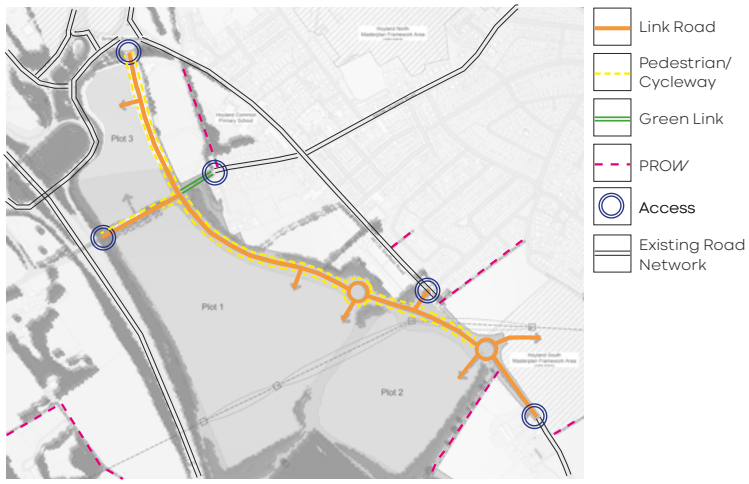


Figure 20
Access Plan



KEY

- Proposed Flexible Carriageway Construction
- Proposed Flexible Footway Construction
- Proposed Grassed Verge Construction
- Proposed Structural Landscaping
- Proposed Grasscrete Maintenance Access
- Proposed Visibility Splays - 4.5m x 120m (bellmouths), 120m forward visibility to CD 109

Chapter 7.0

SUSTAINABILITY

A Sustainability Statement has been prepared by BE Design, and accompanies the planning application.

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 key sustainability features are listed to the right:

- To provide a high-quality development that is adaptable and resilient to future climate change, with all units built to achieve a BREEAM 'Very Good' rating under the New Construction 2018 scheme;
- To support the move towards a circular economy, by reducing embodied carbon emissions, considering carbon offsetting and eliminating waste to landfill;
- 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-proofing the development for the transition to zero carbon, whilst achieving viable reductions in CO2 emissions with a deliverable and technically appropriate strategy;
- To prioritise biophilic design and nature-based solutions in order to maximise biodiversity net gain, absorb pollutants such as oxides of nitrogen and particulate matter, and provide a sense of wellbeing around the site;
- To create a development that adds significant social value to the area.



Rainwater Harvesting



Insect Hotels



Prominent & Secure Bike Storage



Rooflights



EV Charging Points



Bike Sharing



Enhanced Site Ecology & Biodiversity



Urban Bees

LAND WEST OF SHEFFIELD ROAD, HOYLAND

DESIGN & ACCESS STATEMENT

HOYLAND WEST