



PLANNING CONSULTATION RESPONSE

Application No	2026/0657
Proposal	Erection of 1no. building for industrial (class E(g)(iii)/B2) or storage and distribution (class B8) use with associated yard, parking, landform and landscaping (Reserved matters of the outline part of hybrid planning permission 2019/1573) for Unit 6 seeking approval of access, appearance, landscaping, layout and scale.
Address	Land to the north and south of Dearne Valley Parkway, Hoyland, Barnsley
Date of Consultation Reply	02/10/26
Consultee	Nik King, Senior Urban Design Officer

Consultation Assessment and Justification

These are the design comments for planning application 2026/0657.

The principal sources of design guidance are:

- Local Plan (2019), Policy D1 'Quality Design and Place Making'
- Hoyland North Masterplan Framework (2019)

I wish to make two general points to start:

- When constructing the Hoyland North Masterplan Framework, in terms of the proposed employment units located on the hills/ slopes by the Dearne Valley Parkway, the starting point for the previous Head of Planning, Policy and Building Control was to avoid repeating the negative visual impact of the existing employment units located to the east of the masterplan framework area. These were viewed as having a negative impact on long range views, both during the day and when lit at night.
- I note that the wider development is being promoted as a gateway site, ('Gateway 36'). In terms of being a gateway site, when travelling from Junction 36 of the M1 along the Dearne Valley Parkway, this corner site, unit 6, is in a highly visible and prominent location.

I note that that the height of the building is within the parameters plan from the outline planning application, which is much appreciated.

For any elevations that are on the south-western edge of the platform of the Gateway 36 phase 2/3 sites, please can these be more green than grey in colour, (in a similar way that the elevations on the north-western edge are). These 'edge' elevations are the most exposed to public views, including long-range views, so I would like them to be more based on the colours of the natural landscape. I appreciate that on the drawing 'proposed elevations' (Rev



PO4), the 'service yard elevation (south west)' is a long elevation, and there is an intention to help break down the massing and scale of the building through the use of colour, but as currently proposed this elevation is much more grey than green.

I am fine with the 'indicative signage locations' shown on the drawing 'proposed elevations' (Rev PO4). I note that they do not over dominate the elevations, especially on the public edge views to the south-west and north-west.

I note that the design and access statement states, (on page 8, para 4.1), '*the scheme has been designed to support a last mile parcel and postal distribution function.*' I am assuming that this will be a 24-hour operation.

My main resulting concern is with the 'wrapping round' of the building with the service yard onto the south-western facing side and north-western facing side, (a width of 62.7m on the south-western side and a width of 13.5m on the north-western side), and the extension of the separate car park towards the Dearne Valley Parkway beyond the adjacent building line, (by a width of 19.5m). With these areas potentially lit up 24 hours a day the lighting of these areas will be highly visible and will light up and emphasize the scale and massing of the buildings, on both short-range and long-range views from these public sides of the development.

On a raised site such as this platform, in an ideal situation the car parking and service yards would be 'nestled' between the buildings, so that they do not go beyond the outer building lines on the outer edges of the site. Looking at the image on the plan on page 8 of the design and access statement, (shown below), such a situation has occurred on units 1, 2 and 3 as built.



Unit 4, (planning approved), looks like its front car park will be well nestled behind a wide band of tree planting from the adjacent road leading into the residential area of the masterplan.

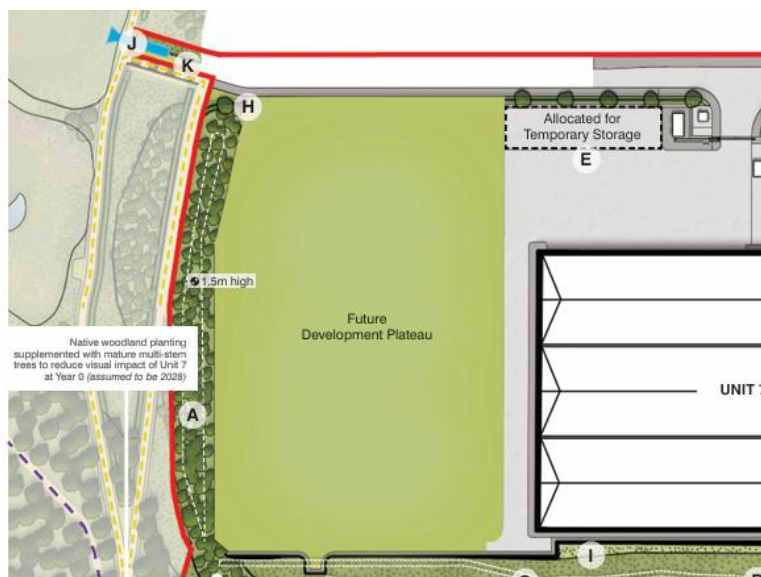
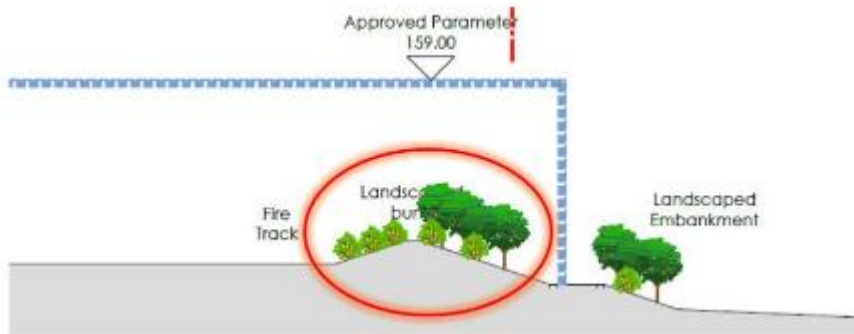
I note that Unit 7, (planning approved), has its service yard and car park only facing the internal access road, and from the information in the planning application of unit 7,



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(2025/0121), regarding the adjacent future plot 8, located closer to the south-western edge of the platform, there is a considerable width of tree coverage shown at the south-western boundary of the platform, including a 15m wide and 1.5m tall landscape bund, as shown in the images below:





I fully appreciate that 'proposed masterplan' contained within the outline planning application (2019/1573) shows some car parking/ service yards facing the south-western edge, extending beyond the building lines. However, this layout is indicative. I note that it does not show any extension of the car parking or service yard beyond the building line to the north-west. I also note towards the south-west, the larger car park has additional tree planting located *between* all the rows of parking, as well as on the edge of the platform itself.

From the drawings 'Boundary Treatments/ Materials Plan', (Rev P04), 'Boundary Treatments' (Rev P03), 'Landscape Masterplan Unit 6' (Rev P) and 'Proposed Landscape Plan' (Rev PO4), I note that on the boundary of the site with the service yard is a 2.4m high twin weld paladin fence (in moss green), a mixed species native hedge planting which, once established, will be maintained at 1.5m high, and some native trees. I note that the distribution of native trees is very sporadic along the length of the hedge, with lots of long gaps. I am *assuming* that these trees are on the platform itself and not on the slope, (there is no detailed cross section that shows this). I am assuming that the trees and hedge will be deciduous, so will provide less cover of the lighting during the winter months, when the days are darker and the service yard and car park will be lit for longer.

From the same drawings, I note that the north-western boundary of the separate car park has no fence, hedge and minimal trees- the car park practically goes to the edge of the platform/ site boundary.

I would therefore like some visual impact study by the applicants as to the details of the lighting and how it will affect the views of the site from the north-west and the south-west during the hours of darkness.

I note that the cover of the design and access statement clearly shows trees being planted by the side of the building, (as shown below), facing the access road. However, these trees are missing on the landscaping drawings.





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I note that in the design and access statement, page 14 contains the image below, which shows considerable tree coverage ***above the line of the platform*** on the south-western edge of the car park and the northwestern edge of the separate car park.



The snapshots below are taken from the above image.

Snapshot showing extensive tree coverage above the level of the platform, on the south-west facing edge.



Snapshot showing extensive tree coverage above the level of the platform, on the north-west facing edge.





I also note that the design and access statement contains images showing considerable tree planting on the slopes to the north-west and the south-west, which has a clear visual impact in softening the visual impact of the slopes, (and in part providing a foil to the buildings above).

I don't think that tree coverage proposed on the level of the platform itself, (as part of this reserved matters application), or on the adjacent slopes, (from the outline application), would provide this level of screening.

Regarding the planting on the slopes, I note that Page 11 of the design and access statement contains the following image:



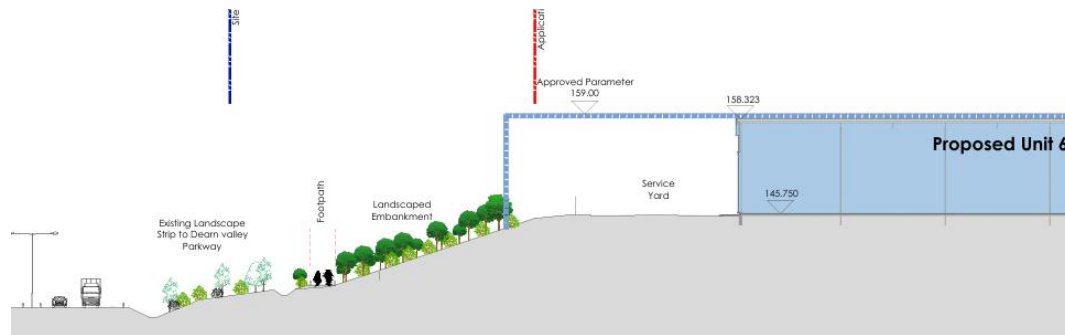
Aerial CG of Phase 2 - in response to Condition 25(c) - 3D Aerial View

And page 9 contains the following image:

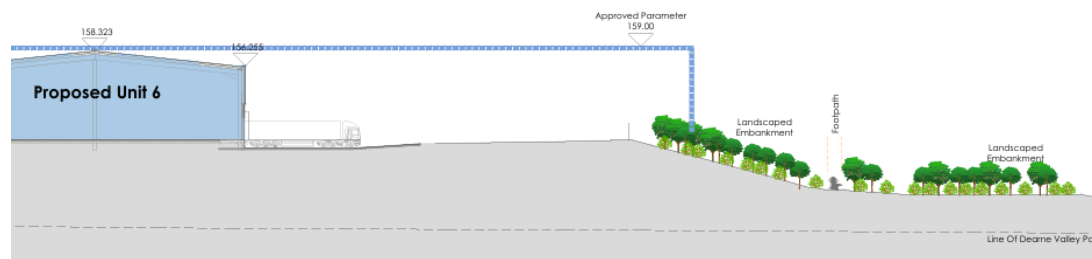




The north-west slope by unit 6 is also shown on the drawing 'site section 1' (Rev PO1) as shown in the snapshot below:



And south-west slope by unit 6 is also the drawing 'site section 5' (Rev PO2) as shown in the snapshot below:



I also note that considerable tree planting also extends to the north-west slopes by units 1, 2 and 3, as shown on page 8 of the design and access statement below.





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However, when I drive along the Dearne Valley Parkway, whilst I note that some tree samplings were planted quite a while ago on the slopes to the north-west and south-west, I have to say that I don't think they are having any discernible visual impact.

I note that in planning application for unit 7, (2025/0121), the landscape consultant made a comment about the establishment and growth rate of planting. The following is an extract from a letter from the agent to the development management case officer, dated 7th November 2025:

The landscape consultant's comments on the establishment and growth rate of planting are noted. However, Harworth is fully committed to undertaking preparatory work and on-going management and maintenance of the planted areas across the Gateway 36 site. This will continue to be the case as the planting around the Unit 7/8 plateau is undertaken and matures.

Whilst the consultant suggests a planning condition to monitor establishment and maturity of the planting, this should not be necessary given the provisions of condition 22 of the outline planning permission and the Landscape and Ecological Management Plan (LEMP) that has been submitted. As condition 22 requires implementation of the landscaping scheme and replacement of failed trees or shrubs for a period of five years, no further planning condition is considered necessary.

Looking at the planting now, in October 2026, (nearly a year later than the above letter), I would suggest that the issue of the establishment and growth rate of planting be revisited.

~~NO OBJECTION*~~

**Defer for amends/further
information***

~~OBJECT*~~

*Delete as applicable

Consultation Suggested Conditions:

Consultation Informative(s):

Planning Obligations required: