



DESIGN AND ACCESS STATEMENT

PROPOSED LAND RESTORATION FOR AGRICULTURAL AND RECREATIONAL USE (TO INCLUDE LANDSCAPE AND BIODIVERSITY IMPROVEMENTS, NEW WOODLAND PLANTING AND RETENTION OF EXISTING TRAILS) THROUGH THE IMPORTATION OF SOILS AND INERT MATERIAL.

AT FERRY MOOR LANE, UPPER CUDWORTH, BARNSELY
S72 7FZ

ON BEHALF OF
OAKLAND GOLF AND LEISURE (UK) LTD
SEPTEMBER 2023

LANDOR Planning
Consultants Ltd

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1.0 INTRODUCTION

- 1.1 This Design and Access has been prepared by Landor Planning Consultants Ltd acting on behalf of Oakland Golf and Leisure (UK) Ltd to support a planning application at Ferry Moor Lane, Upper Cudworth, Barnsley, S72 7FZ.

Description of Development

- 1.2 The description of development and principal elements of the scheme are as follows;
- “Proposed land restoration for agricultural and recreational use (to include landscape and biodiversity improvements, new woodland planting and retention of existing trails) through the importation of soils and inert material”.
- “Proposed land restoration for agricultural and recreational use (to include landscape and biodiversity improvements, new woodland planting and retention of existing trails) through the importation of soils and inert material”.*
- 1.3 The proposed development is to restore an area of open land comprising 11.77 hectares to make the land suitable for agricultural and recreational use. The proposals incorporate landscape and biodiversity enhancement works, planting of new woodland areas and utilisation of existing tracks for recreational use. Although the site has been previously remediated, following the cessation of mining activities and related industrial uses, soil coverage is thin and supports very limited vegetation cover. The transformation of the area is to be achieved by the importation of soils and inert material (430,300m³), classified in planning terms as an engineering operation.
- 1.4 Planning permission is sought for the enhancement and modifications described under the CL:AIRE Code of Practice (The Definition of Waste: Development Industry Code of Practice). Importantly, no waste materials are involved with this scheme. The proposal involves sourcing only clean, uncontaminated, excavated materials such as soils, clay, and earth from development sites.

The Applicant

- 1.5 Oakland Golf and Leisure has a track record of delivering high quality landscape and leisure facilities utilising inert imported materials since 2001.

2.0 SITE LOCATION, CHARACTER AND CONTEXT

- 2.1 The application site lies within a linear area of open countryside that is contained by surrounding settlements: Grimethorpe to the west, Cudworth and Upper Cudworth to the

east, Shafton Two Gates to the north and the River Dearne to the south. The A1695, Engine Lane and Park Spring Road, runs north-south to the west.

- 2.2 Located between Cudworth and Grimethorpe, the application site comprises a roughly rectangular-shaped parcel of open land located to the northwest of the existing Symphony industrial development on the west edge of Grimethorpe and to the west of A6195/Engine Lane and Ferry Moor way. The application site forms part of a wider area of Greenspace known as Ferry Moor Restoration Site and the Dearne Valley Green Heart Nature Improvement Area. It is also designated as Green Belt. The site is accessed from Engine Lane via an exciting track to the north west of the site.



Figure 1 – Location Plan and site boundary (Courtesy of Magic Maps)

- 2.3 The topography of the site comprises undulating land that slopes gently downwards from west to east with ground levels of approximately 45 AOD near the western boundary and 42m AOD near the eastern boundary. Numerous tracks crisscross the site, but none of these are public rights of way and do not appear on the definitive footpath map. In

addition, there are a number of areas of standing water on the northern edge and in a central part of the site that generally dries up in summer periods.

- 2.4 There are no buildings or built structures on the site. Out with the site, to the south east, is a single wind turbine accessed via a track that runs north /south though the application from Ferry Moor Lane. Also out with, the site there are overhead power lines that run parallel to the east boundary.
- 2.5 The location of the planning application site is shown in Figure 1 above and Drawing No.901.01).

3.0 THE SCHEME AND DESIGN RATIONALE

- 3.1 The application is in an area identified in the Barnsley Landscape Assessment as in need of restoration and enhancement. Notwithstanding previous remediation from the effect of mining operations, the site suffers from, thin soils, an absence of landscape features and is unsuitable for agricultural use.
- 3.2 Currently the site lacks any soil structure and has no specific landscape character or function. The proposal therefore centres on the provision and improvement of the subsoil and topsoil to allow strong plant establishment for agronomic reasons, and to create a healthy significant native tree and shrub planting scheme for public amenity enjoyment and bio-diversity gain.
- 3.3 The proposed grading will provide a depth of subsoil and topsoil for agriculture (which requires a large import and screening operation in its own right) and a depth of soil that to enable the successful planting of a significant native woodland block to the north and east which in time will provide an attractive and environmentally valuable public amenity for the local area and beyond.
- 3.4 The proposed grading work seeks to enhance the site landscape credentials through varied topography and the creation of focused viewing / resting zones associated to complement the existing networks of footpath and tracks suitable for walking, cycling, riding, fitness, nature and sculpture trails and paths that meander around the restored agricultural land and through the proposed woodland and site.
- 3.5 These paths will also lead to certain higher focal points to the North as viewing and or resting stages (Drawing No. 901.04 – Landscape Plan)) as focal points to circular walks which are connected to the existing designated public footpaths to the north.
- 3.6 The surfacing of these paths will be created from the screening of imported soils (required for the agricultural restoration process) for suitable stone aggregate for the subbase.

Agricultural Restoration & Landscape Enhancement Scheme

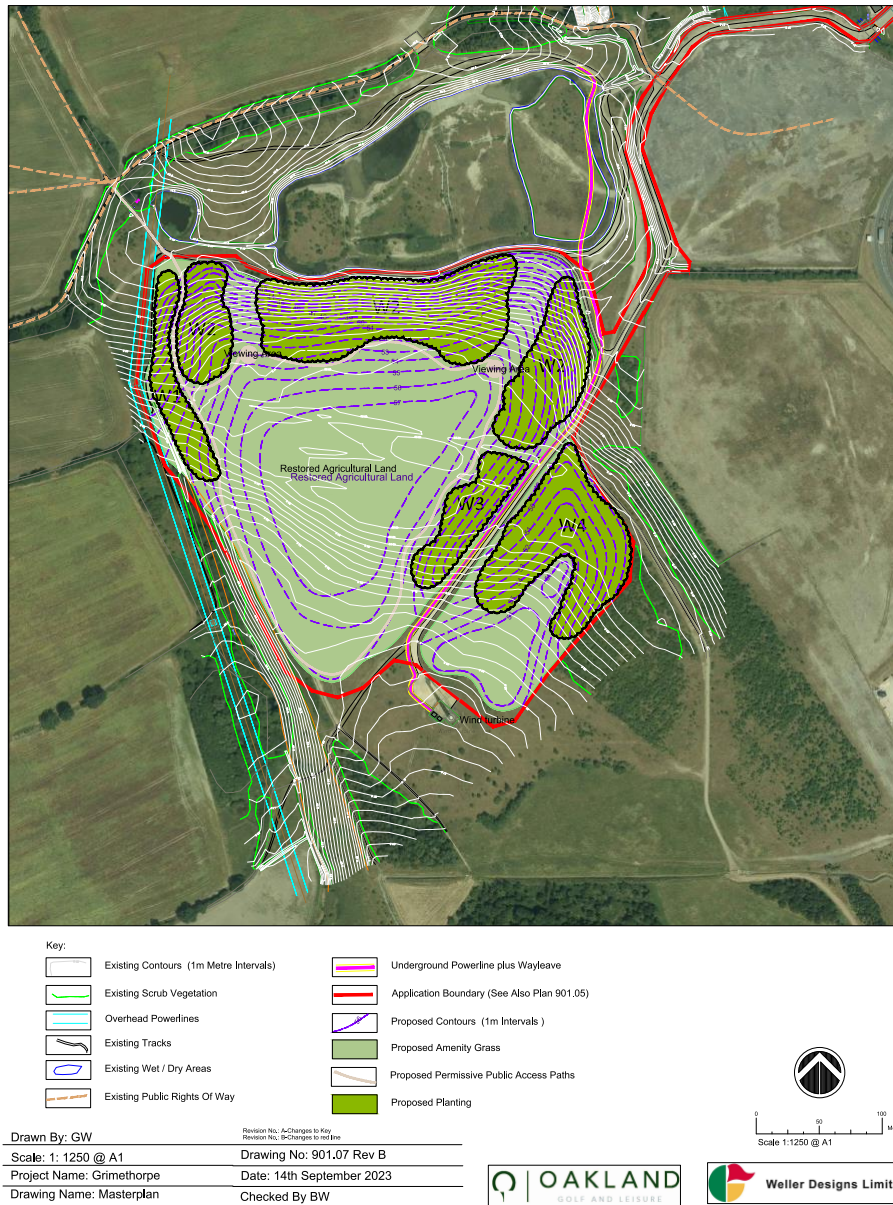


Figure 2– Mater Plan (Courtesy Weller Designs Ltd)

3.7 In order for the native woodland and woodland edge native planting to thrive the soils need to be of a far better and deeper physical makeup. To this end, the planting of a mixture of whips, standard and heavy standard trees require a minimum depth of 1.5m of subsoil and topsoil to establish strongly.

4.0 USE, AMOUNT AND MATERIALS

- 4.1 The proposals for the site have two facets and are designed to re-purpose the land with a dual agricultural and recreational function. The central most part of the site will be made suitable for agriculture will sit on a raised plateau enclosed by new wooded areas that slope down to the north, west and east. The second facet is to enhance the outdoor amenity value of the site by upgrading the recreation function, providing active trails and viewing to create a 'sense of place' within an open landscape. No new structures or buildings are proposed to be introduced.
- 4.2 The works proposed are relatively straightforward engineering type operations requiring the importation of clean soils and inert material to implement landform changes. The CL:AIRE regime exists to facilitate the re-use of excavated materials on-site or their movement between sites. No materials moved between sites under CL:AIRE have at any time been classified as waste and therefore the development should not be considered as a waste recovery or waste disposal operation. The proposed volume of material to be imported to achieve the above stated project objectives is 430, 300m³. The projected timescale for completion of the site restoration works is estimated at 60 months.

5.0 LANDSCAPING DESIGN AND LAYOUT

- 5.1 The development proposal will deliver significant benefits in terms of landscape improvements and bio-diversity enhancements with the planting of a total 13,958 trees creating 4.18 hectares of new woodlands with 5.59 hectares sown with mixed seed grasses, clovers and wildflowers.
- 5.2 The existing trees and vegetation are naturalised pioneer species that have self-established and are of low to moderate amenity value. All are assessed as Category 'C' in the applicant's Arboriculture Assessment. Whilst some existing tree groups provide some screening value, individually the trees are of very limited value and of little arboriculture significance. Additionally, the trees are growing on thin soils limiting their long-term prospects. Overall the trees within the site are of particularly low value and should not pose any significant constraint on the development potential of the site.
- 5.3 The extensive tree and shrub planting scheme is shown on Drawing No. 901.04 – Landscape Plan. There will be some tree removal, as indicated on Drawing No. 901.08 – Tree Clearance Plan. However, this shows that the areas identified for removal are significantly offset by the number of new planted trees creating new sustainable woodland areas that will bring definition, structure and enclosure to a currently featureless landscape.

- 5.4 The proposals incorporate extensive new trees to create a structural plantation of significant amenity and biodiversity value. Thus, the proposed mix of native tree species are predominantly:- Oak (*Quercus robur* - 40%) with smaller proportions of Scot's Pine (*Pinus sylvestris* - 15%), Field Maple (*Acer campestre* - 10%), wild cherry (*Prunus avium* - 10%), Beech (*Fagus sylvatica* -5%), Hazel (*Corylus avellana* - 5%) and Hawthorn (*Crataegus monogyna* - 5%) and Holly (*Ilex aquifolium* - 5%).
- 5.5 The proposed planting around the site will improve the visual appearance of the application area and would provide a substantial level of enclosure and shelter for a central area restored for agricultural use.
- 5.6 The proposed planting and species mix is informed by the applicant's ecological consultant and is designed to enhance bio-diversity and create new wildlife habitats, to improve the management of the site's nature conservation interests. Areas of new tree planting connect with existing woodlands to provide 'green corridors' for wildlife.
- 5.7 Through careful analysis of the landscape elements, selection and retention of positive attributes, a carefully balanced response has been achieved by effectively blending the existing site characteristics with new features and the surrounding landscape. The resultant changes therefore do not harm, but enhance the character and appearance of the existing landscape. The landscape changes proposed are sympathetic to and fully take into account the character of the existing landscape.

6.0 ACCESS

- 6.1 The application site is accessed from Ferry Moor Lane via the A6195. Ferry Moor Lane, suitable for HGV traffic and has street lighting and a footpath along the west side of the carriageway.. Beyond this hard surfaced access road, HGVs and construction traffic will utilise existing tracks within the site to the construction compound as illustrated on Drawing No. 901.10 – Construction Access.
- 6.2 It is estimated that 430,000m³ of soil and inert material is to be transported to site using HGVs carrying 9m³ per delivery which equates to 47,778 HGV arrivals.
- 6.3 The proposed development would result in a maximum of 6 HGV arrivals during the AM and PM peak hours. During construction, it can be deduced that there would not have a severe impact on the highway network. The routing of HGVs will be considered to minimise impact on residential areas.
- 6.4 The Engine Lane / Ferry Moor Lane Capacity junction would operate well within capacity with the development works in place. The recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.
- 6.5 The routing of construction vehicles is set out in a Construction Traffic Management Plan, to be agreed with the local Planning Authority or secured by condition of approval

based on a 5 year construction period and average, daily HGV trip rate of 80 HGVs. The proposed routes in the CMTP utilises the A635 from the south and A628 from the north.

- 6.6 It is proposed that that HGV vehicle routing will utilize the A58 and A61 as the principal means of access to the site and specify hours for HGV deliveries, priority give way arrangements, signage and other matters to be agreed with the Highway Authority.
- 6.7 The proposed construction works would generate some limited traffic associated with the arrival of site staff and the delivery of excavated engineering materials. The final stages of the scheme, which would involve landscaping and planting, are unlikely to generate significant levels of traffic. The construction vehicles would adhere to an approved route and would only access the site between the permitted operating hours