LAND WEST OF SHEFFIELD ROAD, HOYLAND

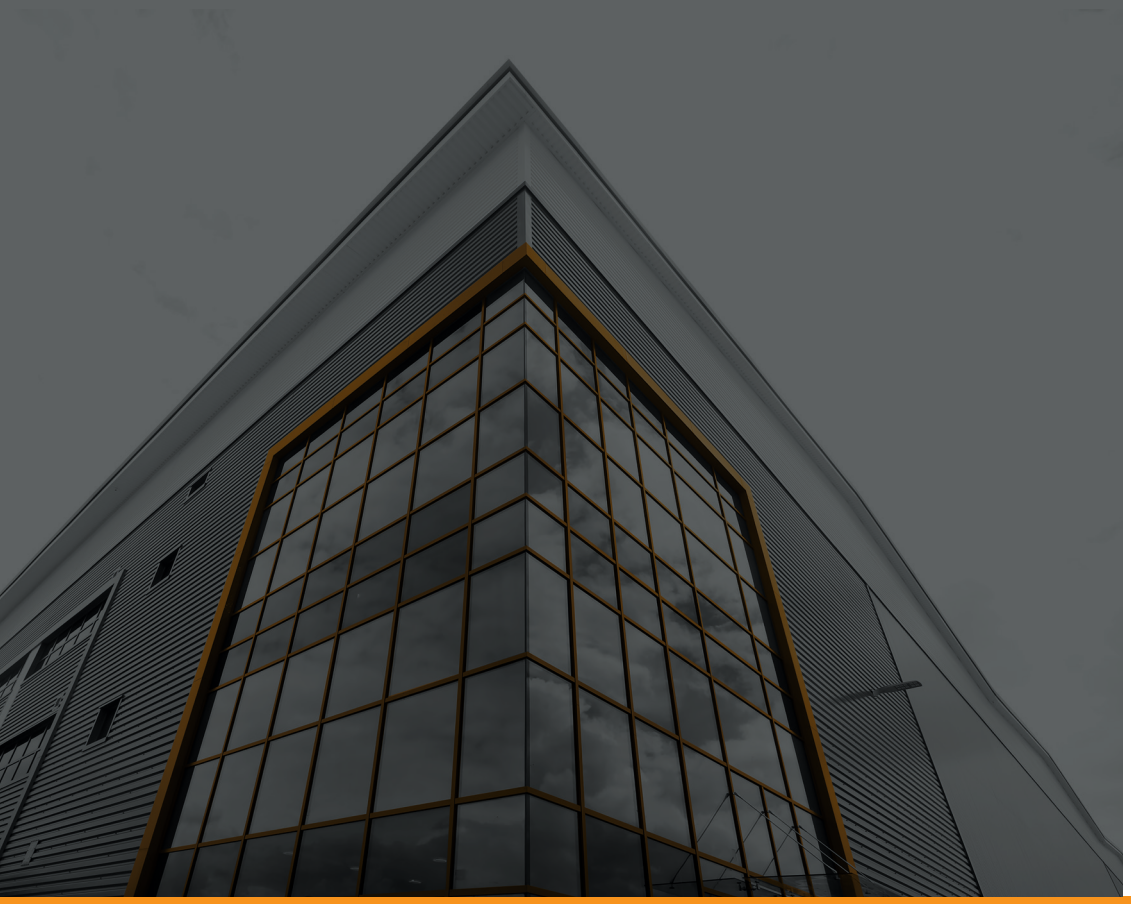
DESIGN & ACCESS STATEMENT

AUGUST 2021



newlands developments

NEWLANDS DEVELOPMENTS THINKING OUTSIDE THE BOX



LAND WEST OF SHEFFIELD ROAD, HOYLAND

DESIGN & ACCESS STATEMENT

AUGUST 2021

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newlands developments

INTRODUCTION

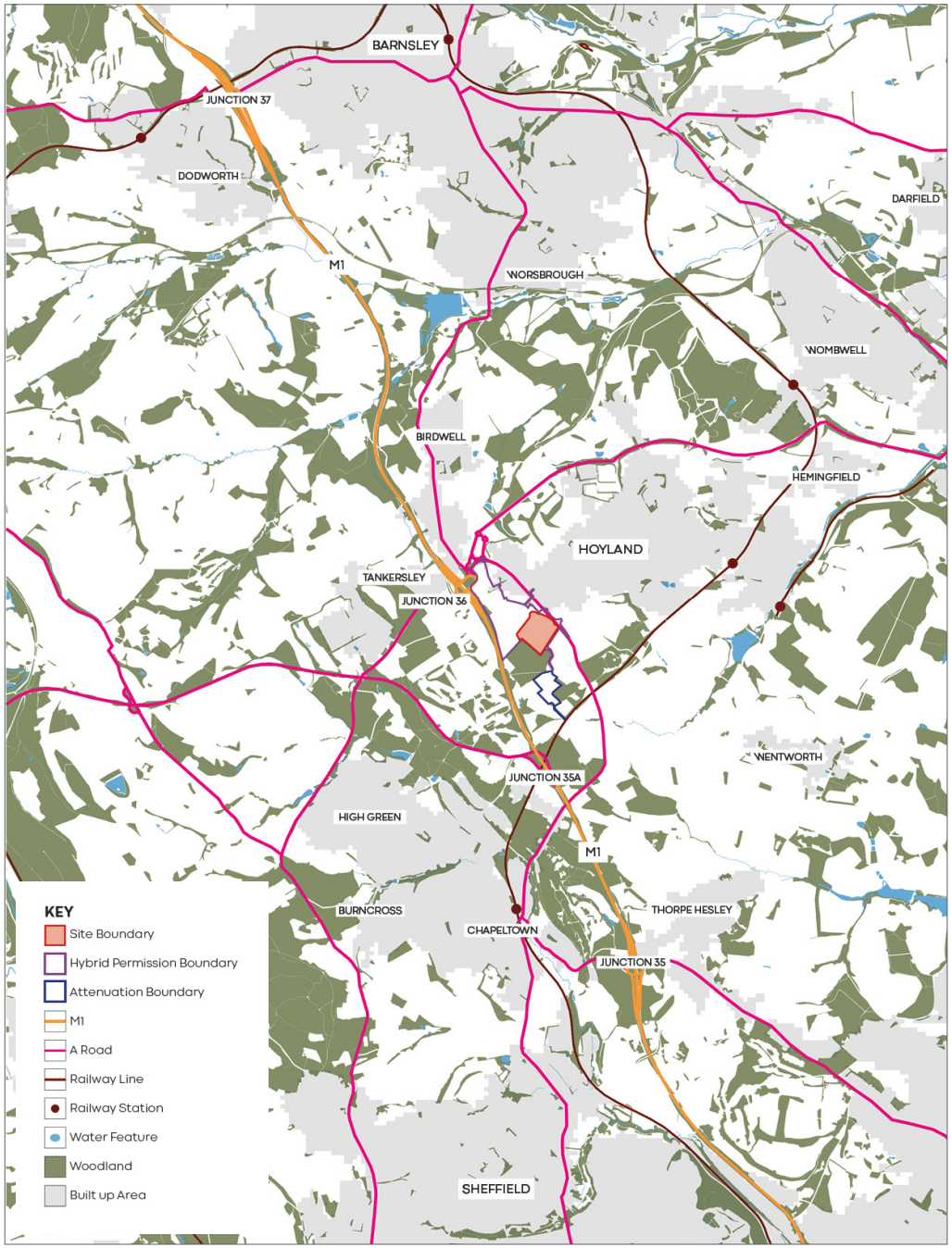
Background & Context

This Design & Access Statement (DAS) accompanies a full planning application submitted by Newlands Developments for employment uses falling on land designated for employment in the adopted Barnsley Local Plan (January 2019). The Site sits within the Hoyland West Masterplan Framework Area.

The full planning application seeks planning permission for the development of 2 no. storage and distribution units (Class B8) with ancillary offices, including creation of access roads, parking, associated landscaping and infrastructure.

The application is made following the grant of Hybrid Planning Permission 2020/0647 on 9th November 2020, which relates to the wider area in the vicinity of the Site. This granted permission for up to 103,086 sqm of employment uses (B1/B2/B8) and associated works including access roads, drainage and landscaping. Under the Hybrid, outline approval was granted for up to 71,515 sqm across two development plots (Plots 2 and 3 with Plot 2 being the site subject to this full application) and full permission for 31,571sqm for B8 use at Plot 1 to the north of the site that is currently being constructed and will be completed in 2022.

Full planning permission (Ref: 2021/0637) was granted on 29th July 2021 for an enlarged attenuation area located to the south of the site in response to changes in Yorkshire Water's technical requirements.



INTRODUCTION

Purpose of the Document

The Planning Practice Guidance (PPG) was launched on 6th March 2014 and has been subject to a number of subsequent amendments. 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)

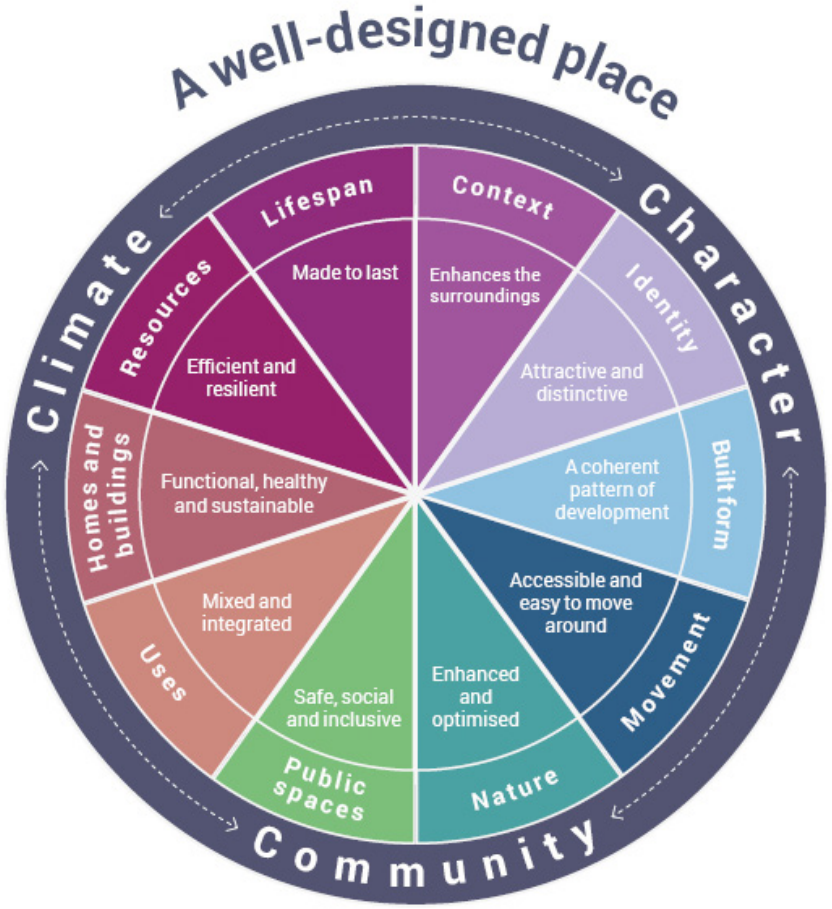
INTRODUCTION

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.

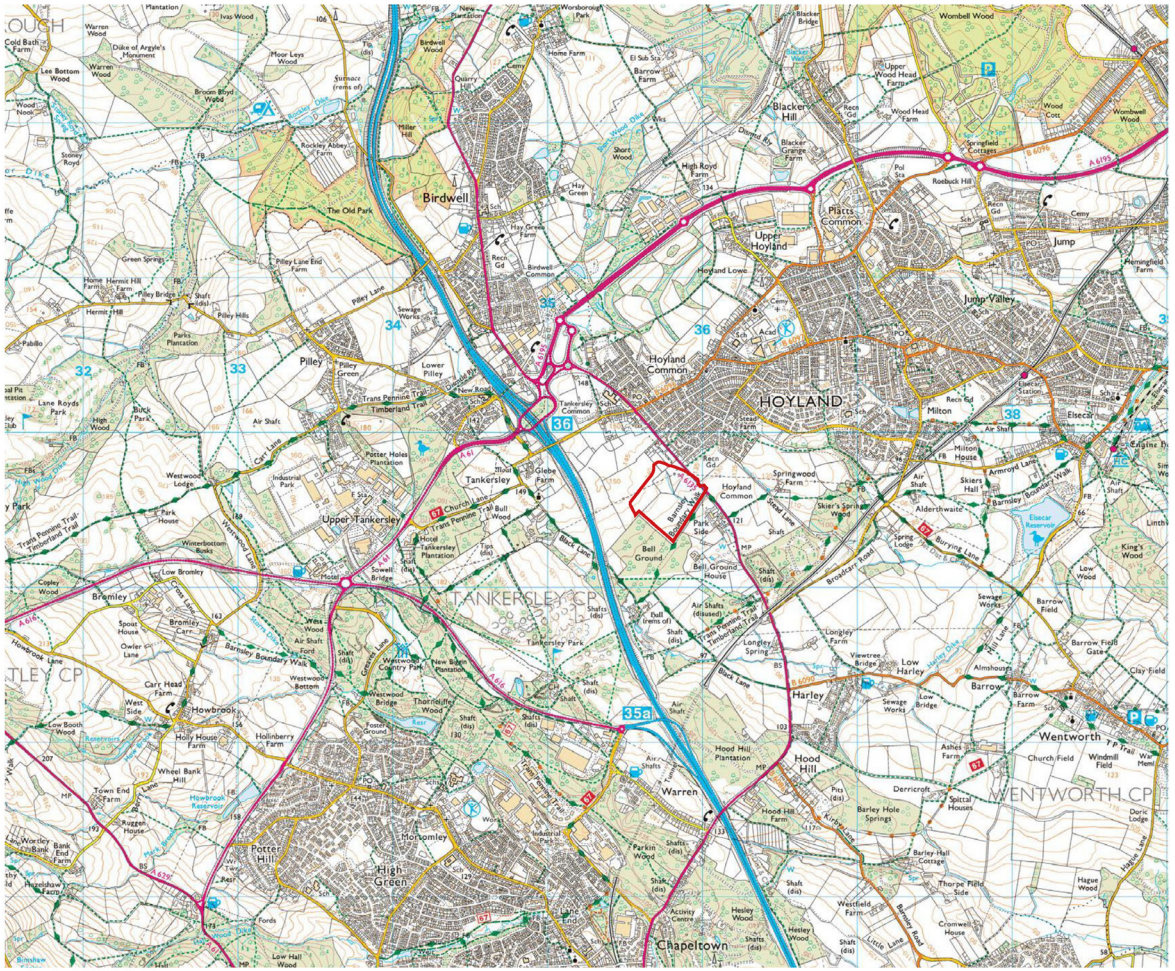
SITE ASSESSMENT

Site Location & Description

The site is located to the west of Hoyland, to the east of the M1 motorway, which runs beyond the western boundary of the site. Junction 36 of the M1 is to the north west 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 approximately 10.5km to the south.

The site forms part of an allocated employment site (ES13) in the adopted Barnsley Local Plan and is referenced as Plot 2 in Hybrid Planning Permission 2020/0647. Under this permission the site has already been stripped of topsoil and levelled ready for future development.

The site is located west of Sheffield Road and will be accessed via the new link road currently under construction. To the south and west of the Site the land is within the South Yorkshire Green Belt. To the west is an area of woodland known as Bell Ground Wood. South of the application site is agricultural and grazing land, Parkside and Bell Ground House. To the north of the application site is the proposed Hermes Distribution Hub currently under construction and due for completion in mid-2022. East of the site is an area of informal open space that is currently being reconfigured to provide new football pitches and archery facilities pursuant to Planning Permission 2020/0999.



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Site Boundary

SITE ASSESSMENT

Land Use and Local Facilities

Beyond the site there are a variety of land uses within the surrounding area. 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.

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.

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.

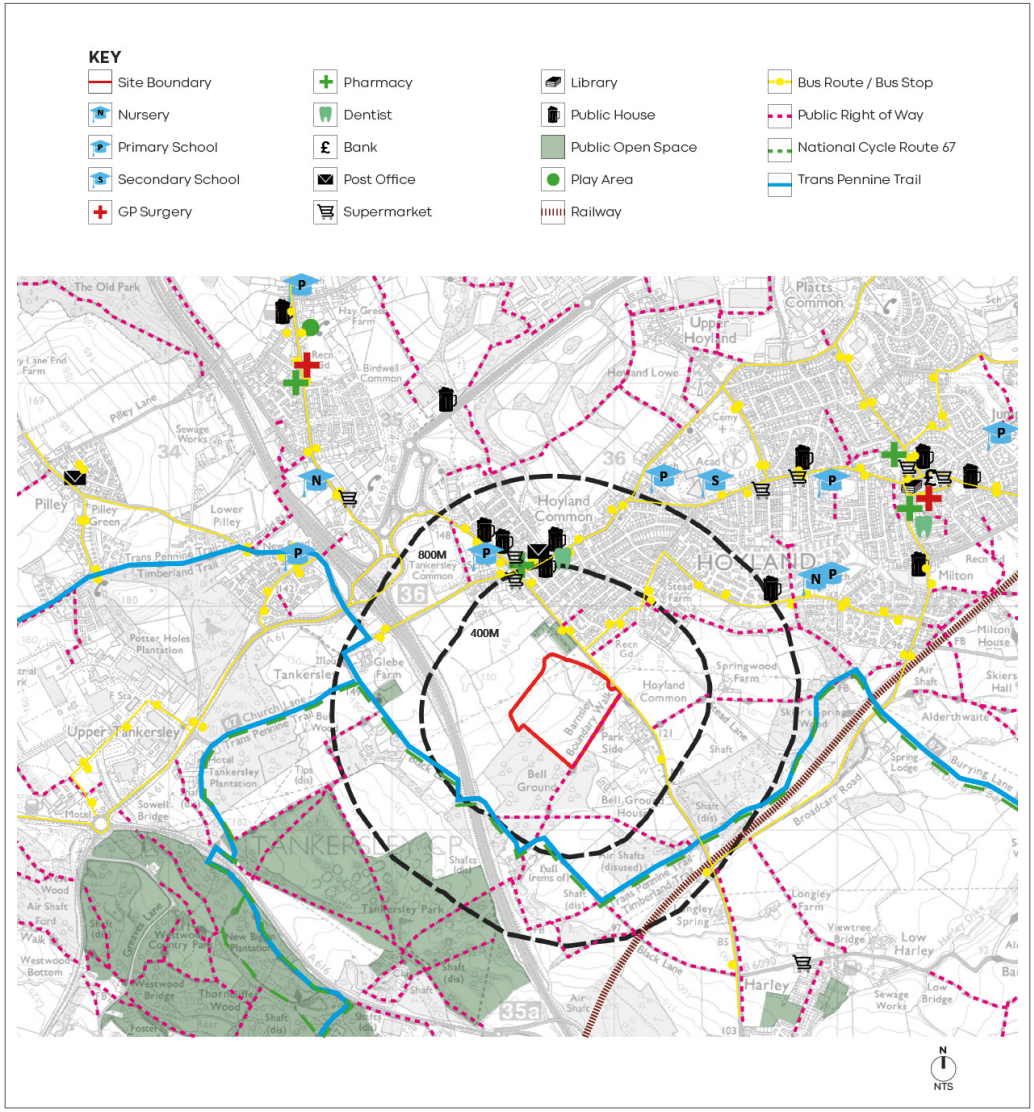
Hoyland Common Primary School lies within close proximity to the Site. There is also Tankersley St Peters Primary School and Chatterbox Day Nursery just outside the 5 minute catchment area whilst West Meadows Primary School sits just within the 10 minute catchment of the Site.

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.

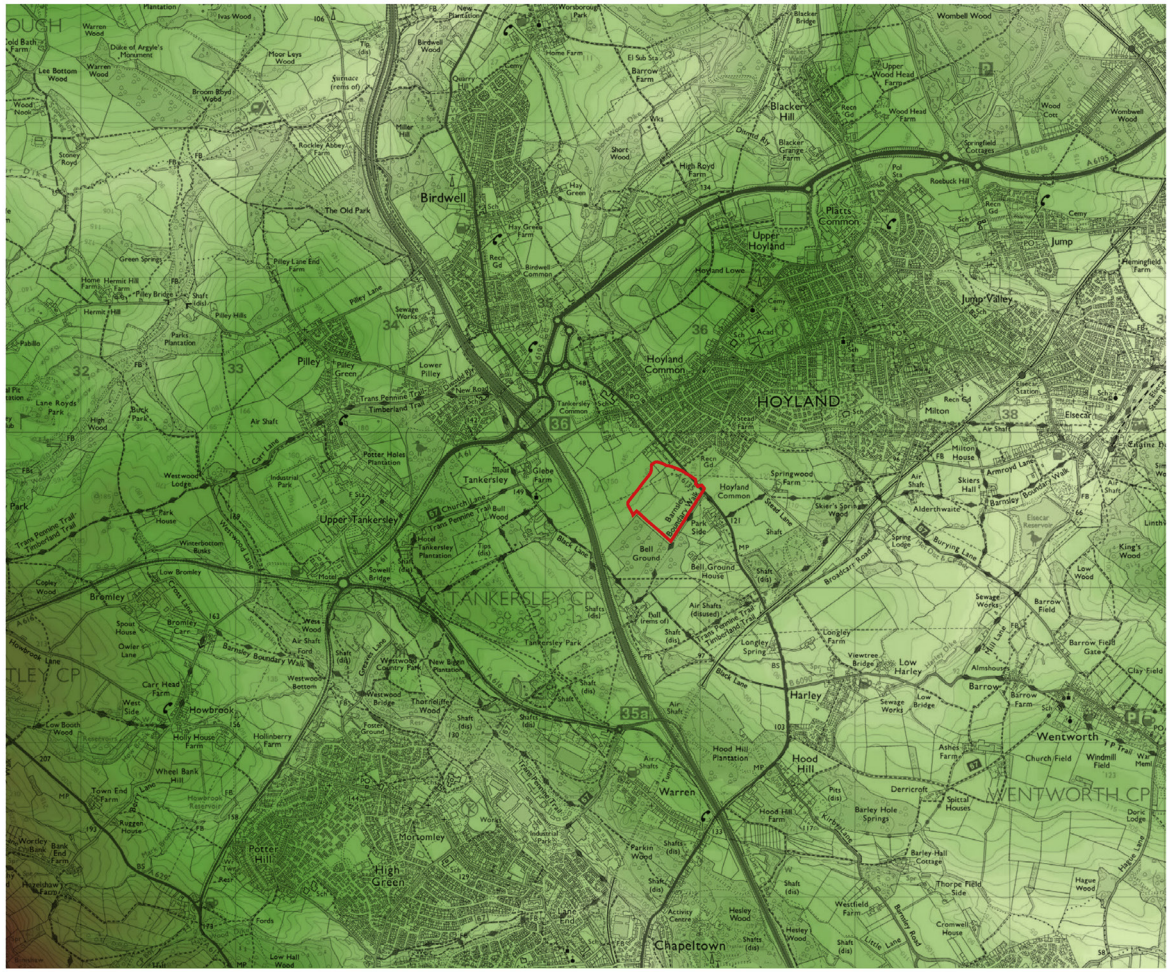


SITE ASSESSMENT

Topography

The topography of the immediate site context is gently undulating, with landform rising to the northeast 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 landform within the site shows a slight topographical elevation towards north, with the lowest point located to the south west at 125m AOD and the highest to the north at 140m AOD. The topography of the immediate site context is subject to construction works associated with the hybrid permission, with large temporary earth mounds and piles located within the site and directly to the north and west.



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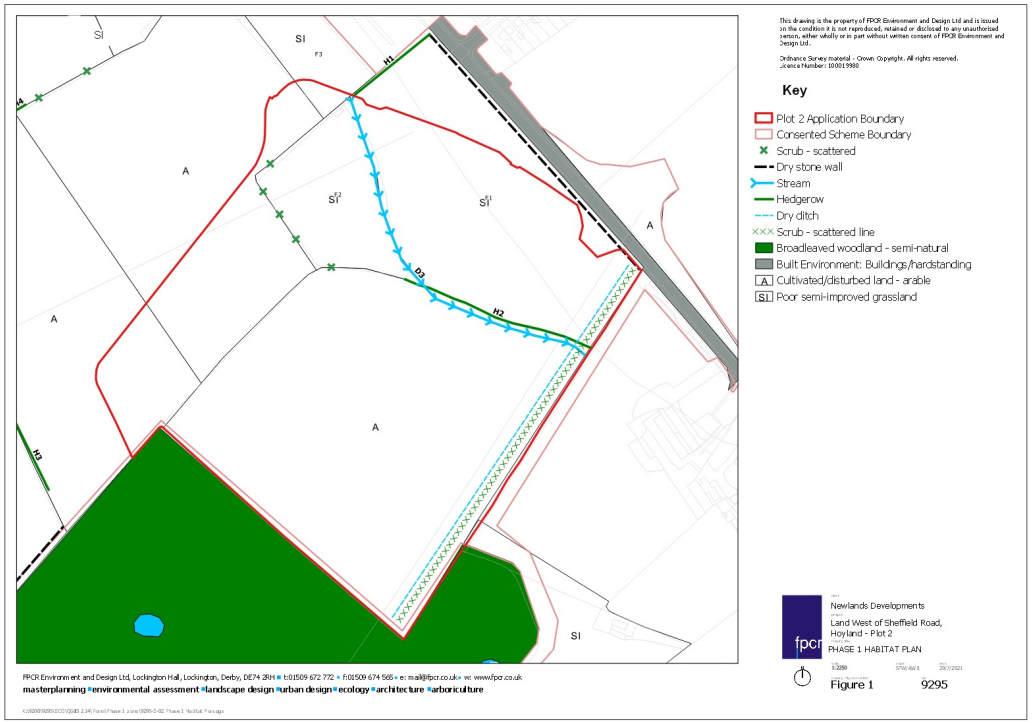
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- Site Boundary
- < = 30m AOD
- 30m - 40m AOD
- 40m - 50m AOD
- 50m - 60m AOD
- 60m - 70m AOD
- 70m - 80m AOD
- 80m - 90m AOD
- 90m - 100m AOD
- 100m - 110m AOD
- 110m - 120m AOD
- 120m - 130m AOD
- 130m - 140m AOD
- 140m - 150m AOD
- 150m - 160m AOD
- 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

SITE ASSESSMENT

Ecology

A number of ecological reports were submitted in support of the Hybrid Application that demonstrated no unacceptable impacts on protected species, such as breeding/wintering birds and bats and ruled out the presence of reptiles and great crested newts. The fact the outline planning permission was granted at the site demonstrates that the ecological impacts were deemed acceptable and FPCR note that the new proposals for Plot 2 are not materially different to the consented proposal shown on the Hybrid Permission's approved Indicative Masterplan.



Noise

The proposed Plot 2 development has the potential to change some of the noise impacts that were identified as part of the assessment undertaken for the Hoylands West hybrid application. However, it would not introduce any additional sources of noise compared to those already considered as part of that application.

The prediction and assessment of construction noise has indicated that typical construction noise levels are such that no significant adverse effects are expected at the receptor locations.

It is understood that the Proposed Development leads to a net reduction in traffic flows compared to the consented Hoylands West Hybrid application. Therefore, the road traffic noise impacts would be no worse than as assessed for that application, which concluded there were at worst negligible impacts.

The assessment of operational noise indicates that, the predicted rating level from Plot 2 in isolation would not exceed the background sound level therefore no adverse effects are expected. At one receptor, the maximum noise levels exceeded the relevant threshold, this impact is mitigated by a 2m high acoustic barrier around the service yard of Plot 2B. This reduces the maximum noise levels by 5 dB and below the threshold of an adverse effect.

When considering cumulative operational impacts of the proposed development and Plots 1 and 3 of the Hoylands West development operating simultaneously, no adverse effects are expected during the day or night at most receptors. There are only two receptors where the rating levels exceed the background sound levels at night, however once context is taken into account, it is not considered that there would be any significant adverse effects. At these two receptors, the rating level is consistent with that consented for the hybrid application therefore the proposed development has not changed the level of impact at these receptors.

SITE ASSESSMENT

Land Contamination & Ground Stability

Applied Geology has undertaken Phase 1 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 circa. 15m deep. Thin coal seams identified by the site investigation were shown to be intact where not removed by opencast mining. The site has also been subjected to deep underground mining of several other seams, however, a Coal Authority Report undertaken previously advises that any ground movements due to this deeper mining should have now ceased. Therefore, no drilling and grouting works are envisaged.

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.

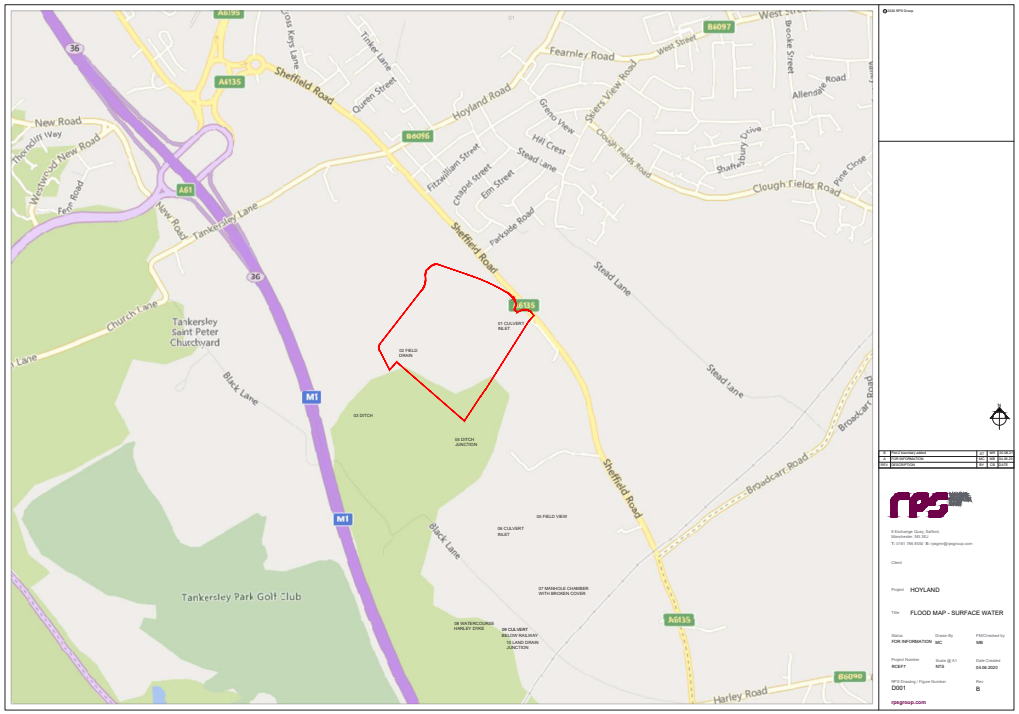
No mine gas was generally identified during the investigation, however, some carbon dioxide was detected in some backfilled opencast areas. Standard basic gas protection measures may be required.

Drainage & Flood Risk

RPS undertook a Flood Risk Assessment (June 2020) as part of the Hybrid Application that identified the site as being within Flood Zone 1, whereby the annual probability of fluvial and/or tidal flooding is classified as less than 1 in 1,000. Furthermore, the Long-Term Surface Water Flood Map, indicated that the site is predominantly shown to have a 'very low' (flooding occurring as a result of a rainfall with less than 1 in 1,000 chance in any given year) risk of surface water flooding.

Planning permission (Ref: 2021/0637) was granted for attenuation basins in July 2021 that resulted in the proposed attenuation pond consented under the Hybrid Permission being replaced with two separate dry attenuation basins. The first basin, to be adopted by Yorkshire Water, will cater for storm events up to 1 in 30 year storm event. Once a storm event exceeds 1 in 30 year return, water will enter a second dry basin (via a weir) which will provide storage for the 1 in 100 year plus climate change event.

An Addendum has been produced for the purposes of this application and confirms that the conclusions of the previous FRA are unchanged and that the surface water attenuation described above will be effective and does not increase previously identified flood risk nor does it add any others.

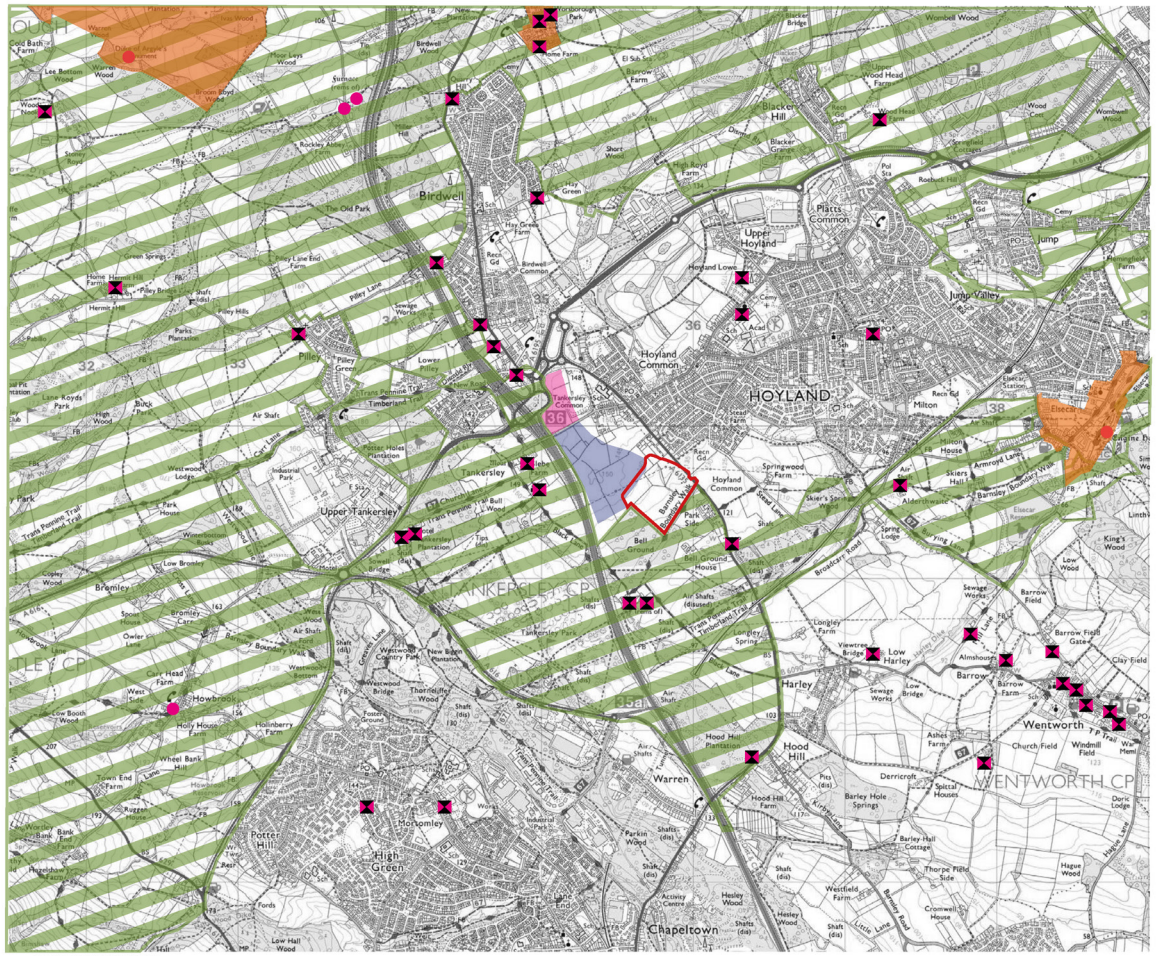


SITE ASSESSMENT

Heritage & Archaeology

The Site does not include any designated heritage assets but there are several listed buildings, scheduled monuments and Conservation Areas located in the surrounding area as shown on the adjacent plan. The impact of the proposed development on the significance of these designated heritage assets has been taken into account as part of the design process; recognising that 'great weight' should be given to the asset's conservation and mindful of the statutory duty embodied within the Planning (Listed Buildings and Conservation Areas) Act 1990.

Oxford Archaeology have 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 wider site for open cast mining during the industrial and modern period and should not prevent future development. This is evident from the recent grant of outline permission at the Site through the Hybrid Planning Permission.



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- Site Boundary
- Green Belt
- Conservation Area
- Listed Buildings
- Scheduled Monument
- Plot 1 Development
- Plot 3 Development

SITE ASSESSMENT

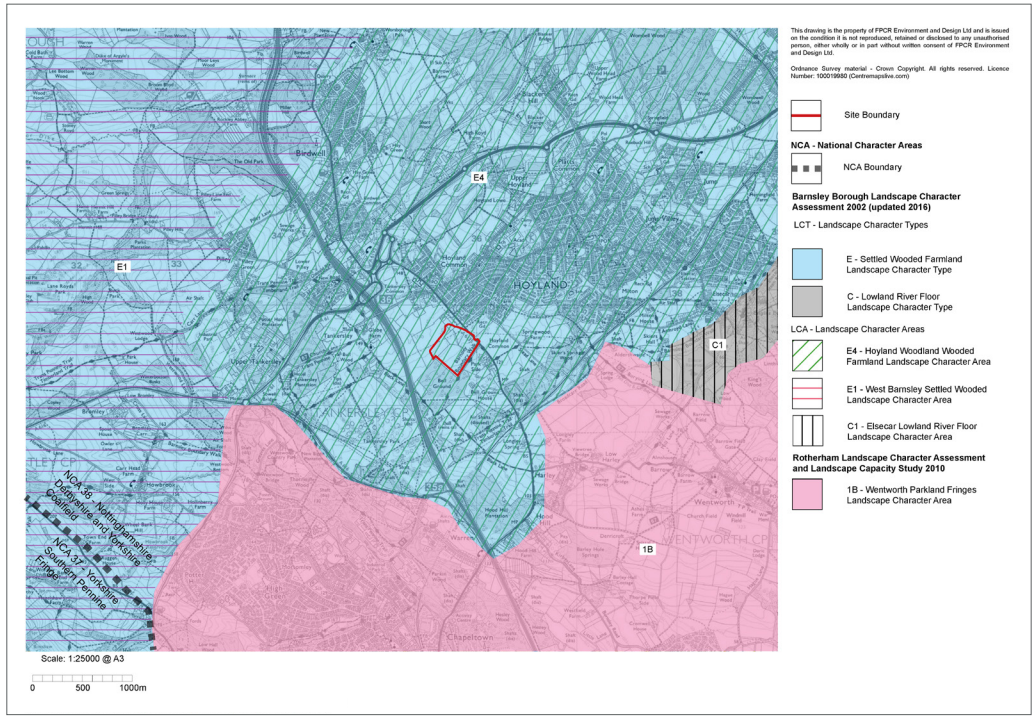
Landscape Character

An assessment of landscape character of the site and its immediate context has been carried out by FPCR. At a very broad landscape level, the Site lies within Natural England's National Character Area (NCA) 38 'Nottinghamshire, Derbyshire and Yorkshire Coalfield' and further details of its key characteristics are set out in the accompanying Landscape and Visual Appraisal.

The Barnsley Borough Landscape Character Assessment has been undertaken at a Borough level. It subdivides the landscape into six Landscape Types and the Site falls within Landscape Type E 'Settled Wooded Farmland'. This is further sub-divided into four landscape character areas and the site falls within 'E4 Hoyland Settled Wooded Farmland', where the key characteristics are:

- "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 fly tipping, tatty allotments and scrap heaps, evident throughout but concentrated on urban fringes.
- Mainly deciduous woodland blocks of various sizes, including ancient woodland and new plantations on reclaimed tips.
- Farmland is a mixture of arable and permanent pasture.
- 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.
- Recreational land use including Urban Greenspace between Hoyland and Jump, and two golf courses adjacent to major roads.
- Presence of major road corridors with associated noise and visual intrusion, and vacant land that indicates plans for future development."

This Landscape Character Area is characterised as quite urbanised and being able to accommodate further built development without adverse effects on its landscape character. Localised enclosure by woodland, depressions in landform and built development generally limits the visual impact on adjacent character areas.



SITE 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.

The site itself comprises former arable land, now graded in preparation for construction works. Its eastern boundary is located close to the A6135 Sheffield Road, while the western and southern boundaries lie close to Bell Ground wood and field pasture. The site forms part of the wider Hoyland West Masterplan Framework, which extends further north to the A6195 and A61 Hoyland Gyratory and west to the M1.

The character of the site is currently industrial due to the ongoing construction work. High voltage powerlines cut across the northeast of the site and the associated pylons comprise dominant landscape elements. It is important to keep in mind that the current state of the site is transitional and will undergo a considerable change once the construction works are completed.





SITE ASSESSMENT

Visual Amenity

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.

The Site will be viewed in the context of the wider Hoyland West Masterplan Framework development.

The Site is visible from nearby viewpoints closest to the site, including a number of footpaths. However, as the distance between the viewpoint and the site increases, the screening effects of the landform, existing vegetation and built form make views of the site harder to obtain.

The site is well screened by the Plot 1 development and Bell Ground woodland from the viewpoint located to the west of the site, with only partial glimpsed views possible from one location. The rising landform to the west allows filtered distant views of the site from more elevated positions.

The site is also not very visible from viewpoints located to the north due to the topography of the site and its context, existing vegetation and the built form of Hoyland settlement.

The site can be seen from distant elevated positions to the southeast; however, it is viewed in the context of the wider Hoyland West Masterplan Framework development and the Hoyland settlement.





SITE ASSESSMENT

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 site to Hoyland as shown on Figure 2 of the Transport Statement. These include a footway located along the northern edge of Tankersley Lane, those 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 Footpaths 26 and 30.

Cycling

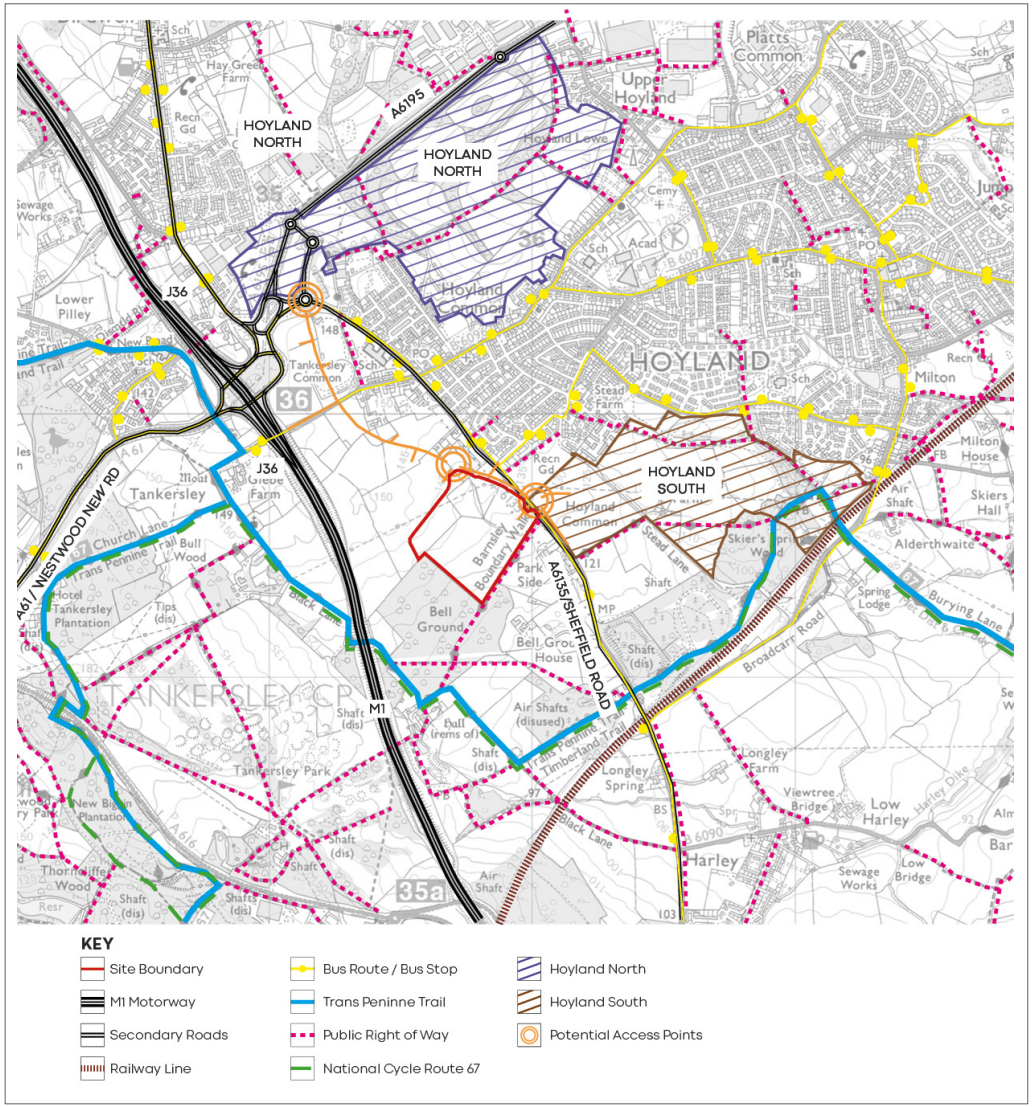
National Cycle Network Route 67 runs to the south and west of the site along New Road/ Tankersley Lane and can be accessed from the development land via Tankersley Lane. The route provides a mixture of traffic-free and on-road routes north towards Barnsley, and south towards Sheffield and Rotherham. 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

The development is located to the west of the residential area of Hoyland, and as such is served by a number of bus services detailed in Table 1 and Figure 4 of the Transport Statement. There are stops located east of the development site on the A6135 Sheffield Road and to the north along the A61 Sheffield Road. Bus services along Tankersley Lane have been temporarily diverted via Sheffield Road and upon completion of the link road will be re-diverted via Tankersley Lane from the east onto the link road.

Road Network

Being in close proximity to M1 J36, the site is very well connected to the strategic 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.



SITE ASSESSMENT

Planning policy

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

Adopted Barnsley Local Plan

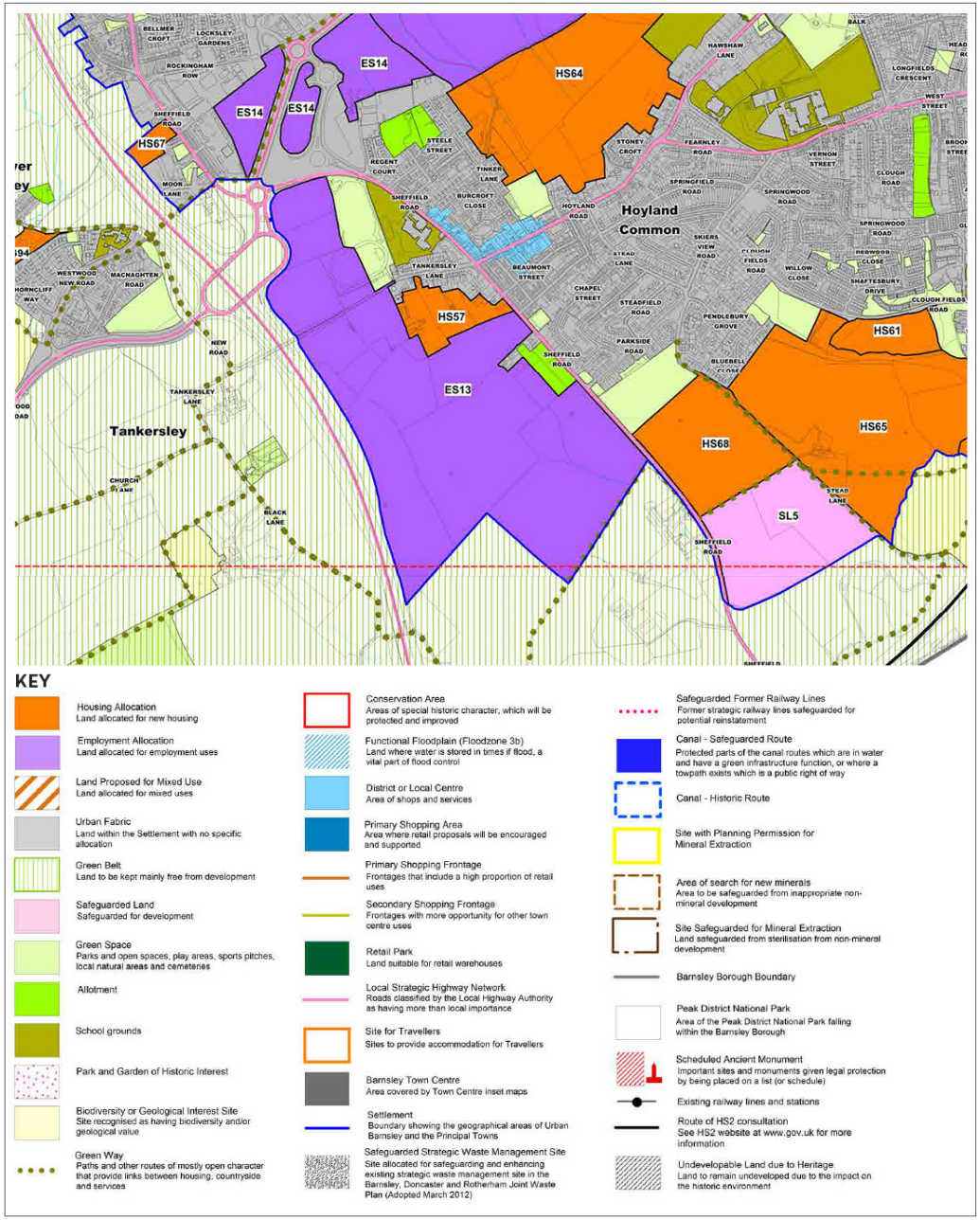
The Barnsley Local Plan was adopted in January 2019 and provides local planning policy of the future development for Barnsley up to 2033.

The site forms part of a wider site allocated for employment under ES13 (Land West of Sheffield Road). This site-specific policy sets out the expectations for development at this location:

"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 and 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



SITE ASSESSMENT

Planning policy

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."

Policy T4 (New Development and Transport Safety) states that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead.

Policy D1 (High Quality Design and Place Making) states:

"Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including:

- Landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features;
- Views and vistas to key buildings, landmarks, skylines and gateways; and
- Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.

Through its layout and design development should:

- Contribute to place making and be of high quality, that contributes to a healthy, safe and sustainable environment;
- Complement and enhance the character and setting of distinctive places, including Barnsley Town Centre, Penistone, rural villages and Conservation Areas;
- Help to transform the character of physical environments that have become run down and are lacking in distinctiveness;
- Provide an accessible and inclusive environment for the users of individual buildings and surrounding spaces;
- Provide clear and obvious connections to the surrounding street and pedestrian network;
- Ensure ease of movement and legibility for all users, ensure overlooking of streets, spaces and pedestrian routes through the arrangement and orientation of buildings and the location of entrances;
- Promote safe, secure environments and access routes with priority for pedestrians and cyclists;
- Create clear distinctions between public and private spaces;
- Display architectural quality and express proposed uses through its composition, scale, form, proportions and arrangement of materials, colours and details;
- Make the best use of high quality materials;
- Include a comprehensive and high quality scheme for hard and soft landscaping; and Provide high quality public realm.

In terms of place making development should make a positive contribution to achieving qualities of a successful place such as character, legibility, permeability and vitality".

Policy CC2 (Sustainable Design and Construction) states that all non-residential development will be expected to achieve a minimum standard of BREEAM 'Very Good.

Policy RE1 (Low Carbon and Renewable Energy) states that all developments will be expected to seek to incorporate initially appropriate design measures, and thereafter decentralised, renewable or low carbon energy sources in order to reduce carbon dioxide emissions and should at least achieve the appropriate carbon compliance targets as defined in the Building Regulations.

SITE ASSESSMENT

Planning policy

Hoyland West Masterplan Framework Report

The Hoyland West Masterplan Framework was adopted in September 2020 and establishes guiding principles for potential future delivery of sustainable development at Hoyland West. This is to ensure the site can be developed in a comprehensive manner, taking into account all infrastructure requirements. It is a strategic document that sits beneath the local plan to inform future planning applications.

Supplementary Planning Documents

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'.

National Planning Policy Framework (July 2021)

Paragraph 126 advises that the Government attaches great importance to the design of the built environment. It states that:

'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities').

In line with Paragraph 130, planning decisions should aim to ensure that developments:

a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) Establish or maintain a strong sense of lace, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime do not undermine the quality of life or community cohesion and resilience'

EVALUATION

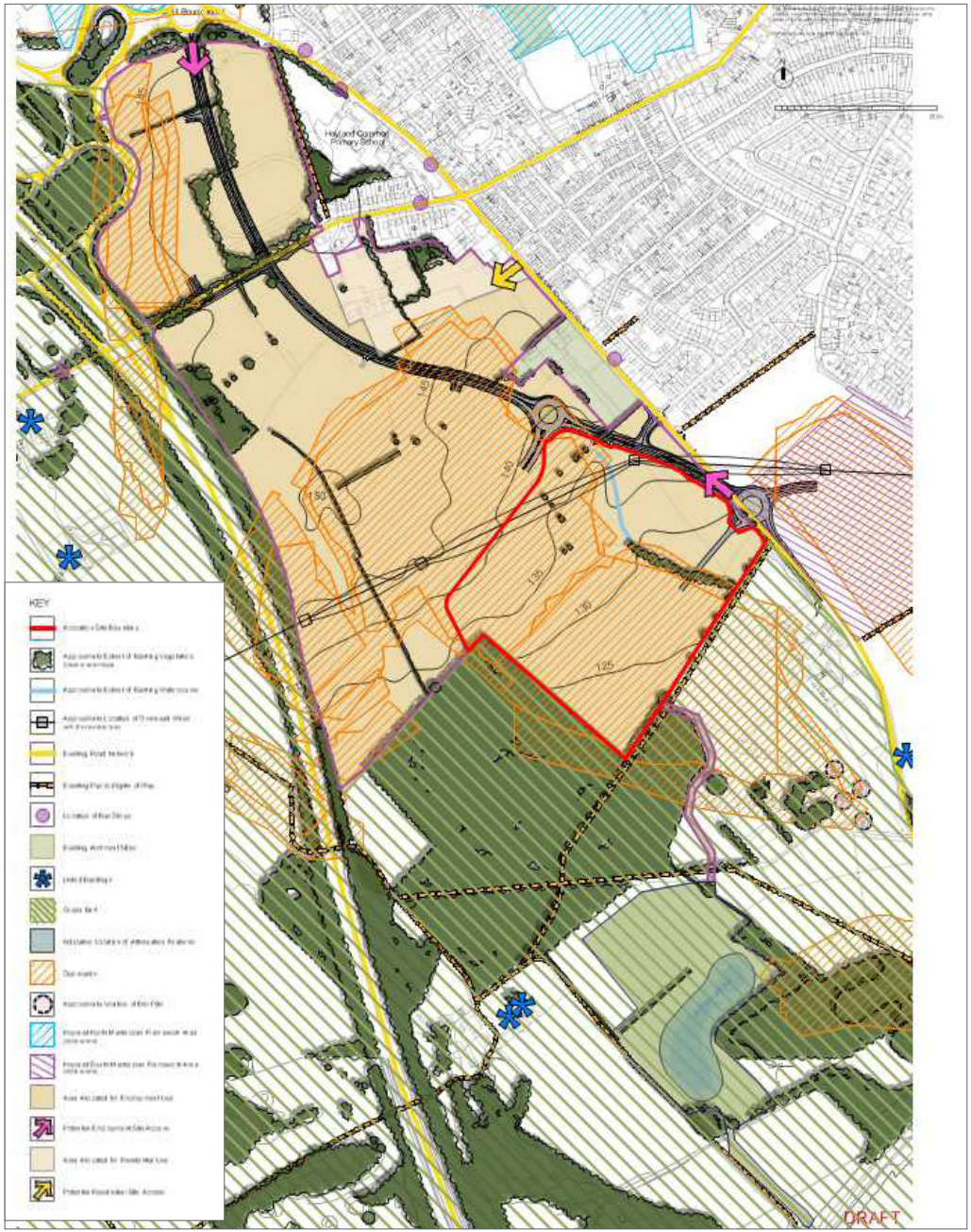
Constraints & Opportunities

Constraints

- Green Belt – land to the south and west falls within the South Yorkshire Green Belt;
- 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 the development plateaux.
- Veteran tree on northern edge of Bell Ground.

Opportunities

- M1 - close to major road network, with easy access via Junction 36;
- Extensive woodland blocks provide visual screening and ecological habitats;
- Attenuation features – development will utilise the drainage infrastructure permitted under Planning Permission 2021/0637;
- Utilisation of the new link road permitted under Hybrid Planning Permission 2020/0647 that will ease congestion on Sheffield Road.
- 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.



DESIGN

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 Design and Access Statement.

The design proposals have 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 cladding used as the proposed buildings will be seen against the sky (graduated from white at top to dark grey at base). Active façades will face onto the parking areas.

Design Principles

The proposals for the plot look to respect the parameters approved under Hybrid Planning Permission 2020/0647, where possible, and seek to include the following key principles.

- Efficient and logical plot arrangement with regards to the layout of the buildings, parking, servicing, access and landscape.
- Buildings to be well-designed in terms of arrangement, scale, form and architectural design.
- 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 whilst using a consistent colour palette to tie the units together.
- 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.
- Key frontage treatments at office façade viewed from car parking areas and any footways/cycleways. This includes coloured elements to the façade of the building and glazed features with a highlight coloured deep boxed surround to highlight the main entrance.
- Design employee parking to the front of the building and separated servicing activities to the yard area.
- Follow appropriate highway design and parking standards as defined by Barnsley Council, to include the consideration of cycle storage and electric charging points.
- Introduce green infrastructure including new planting and greenspace around the perimeter of the plot to ‘soften’ and assimilate the built form into its context and link into the wider green infrastructure network approved under the Hybrid scheme.

DESIGN

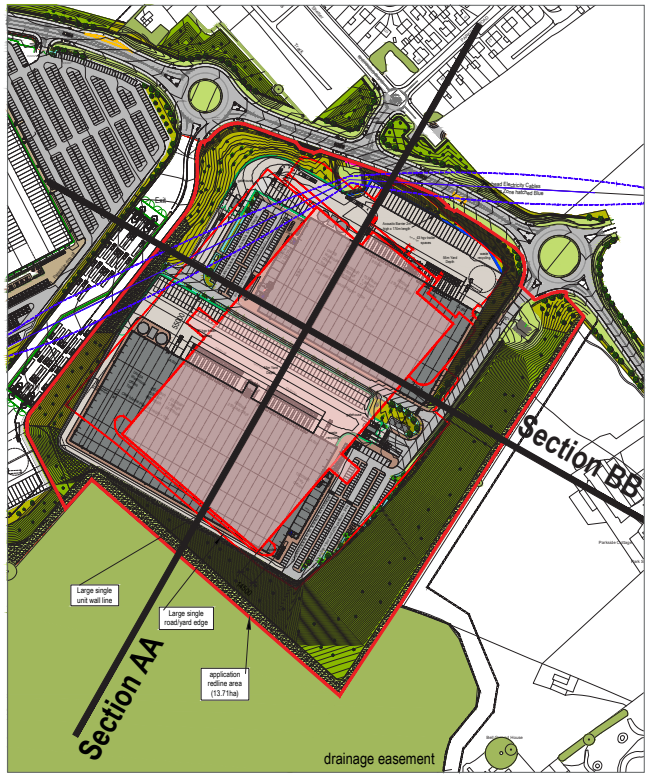
Reducing Visual Impacts

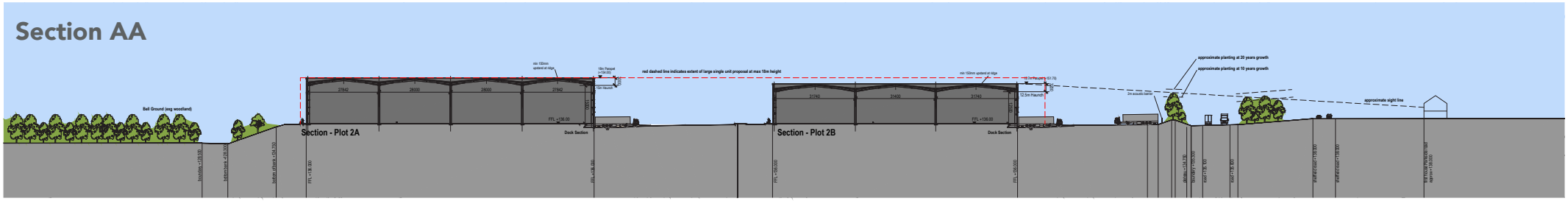
A key driver of the scheme has been to ameliorate the landscape and visual impacts of the scheme and a multidisciplinary approach has been taken by the technical team to consider how the building massing, elevational treatment (i.e. mitigation by design) and landscape strategy can work in combination to achieve this.

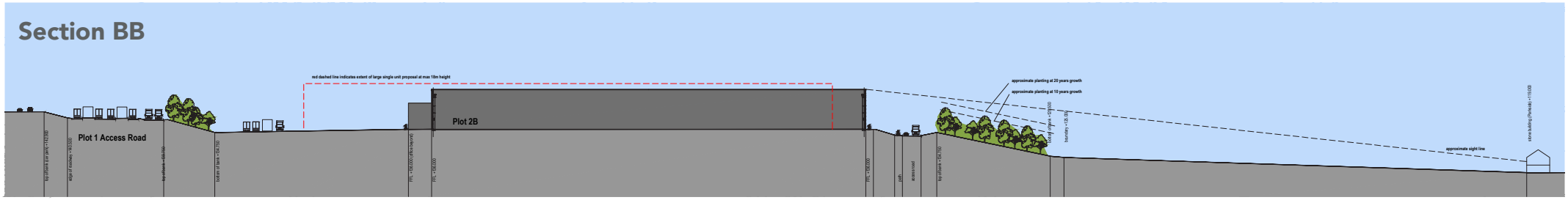
Massing

A primary objective of the proposal has been to respect the design parameters approved under Hybrid Planning Permission 2020/0647, but the proposed units are located closer to the southern boundary compared to the layout shown on the approved Indicative Masterplan (Drawing 4400 001 P28) (see adjacent plan). Indeed, Condition 20 of the Hybrid Permission states that buildings shall be located no closer to the southern boundary of the site than is shown on the aforementioned drawing and the reason given is around protecting residential amenity and providing sufficient space for landscape screening to reduce impacts on visual amenity.

Mindful of the reasons above, FPCR undertook a comparative analysis of the proposed scheme against the single unit shown on the approved Indicative Masterplan. This concluded that the impacts of the latter were greater. The proposed units, whilst closer to the southern boundary, are smaller, Unit 2B is lower in height and they are separated meaning reduced visual effects from a number of key viewpoints as highlighted in the Landscape and Visual Impact Assessment. This is shown on the Section drawing below.







DESIGN

Reducing Visual Impacts

The proposed units have 'designed-in' mitigation in the form of the grey horizontal band cladding that will reduce the perceived massing of the buildings with the lighter banding towards the top helping them to assimilate with the sky. This has been used to good effect elsewhere in the country as part of Newlands developments.

A dark roof is also proposed following a request made by officers during pre-application discussions.

The scheme includes robust strategic landscaping around the boundaries of the proposed development, which has been carefully devised to provide effective mitigation for the potential effects of the proposed development as it matures. Accordingly, the LVIA includes photomontages of what the development will look like at the 15-year stage once the vegetation has matured.

The above measures will work in combination to ensure the proposed development will not result in any unacceptable residual effects on landscape character or visual amenity.



Elevational Treatment

The proposed units have 'designed-in' mitigation in the form of the grey horizontal band cladding that will reduce the perceived massing of the buildings with the lighter banding towards the top helping them to assimilate with the sky. This has been used to good effect elsewhere in the country as part of Newlands developments, including Peterborough Gateway (pictured).

A dark roof is also proposed following a request made by officers during pre-application discussions.

Strategic Landscaping

The scheme includes robust strategic landscaping around the boundaries of the proposed development, which has been carefully devised to provide effective mitigation for the potential effects of the proposed development as it matures. Accordingly, the LVIA includes photomontages of what the development will look like at the 15-year stage once the vegetation has matured. This is shown on the Section drawing contained on the previous page.

The above measures will work in combination to ensure the proposed development will not result in any unacceptable residual effects on landscape character or visual amenity.



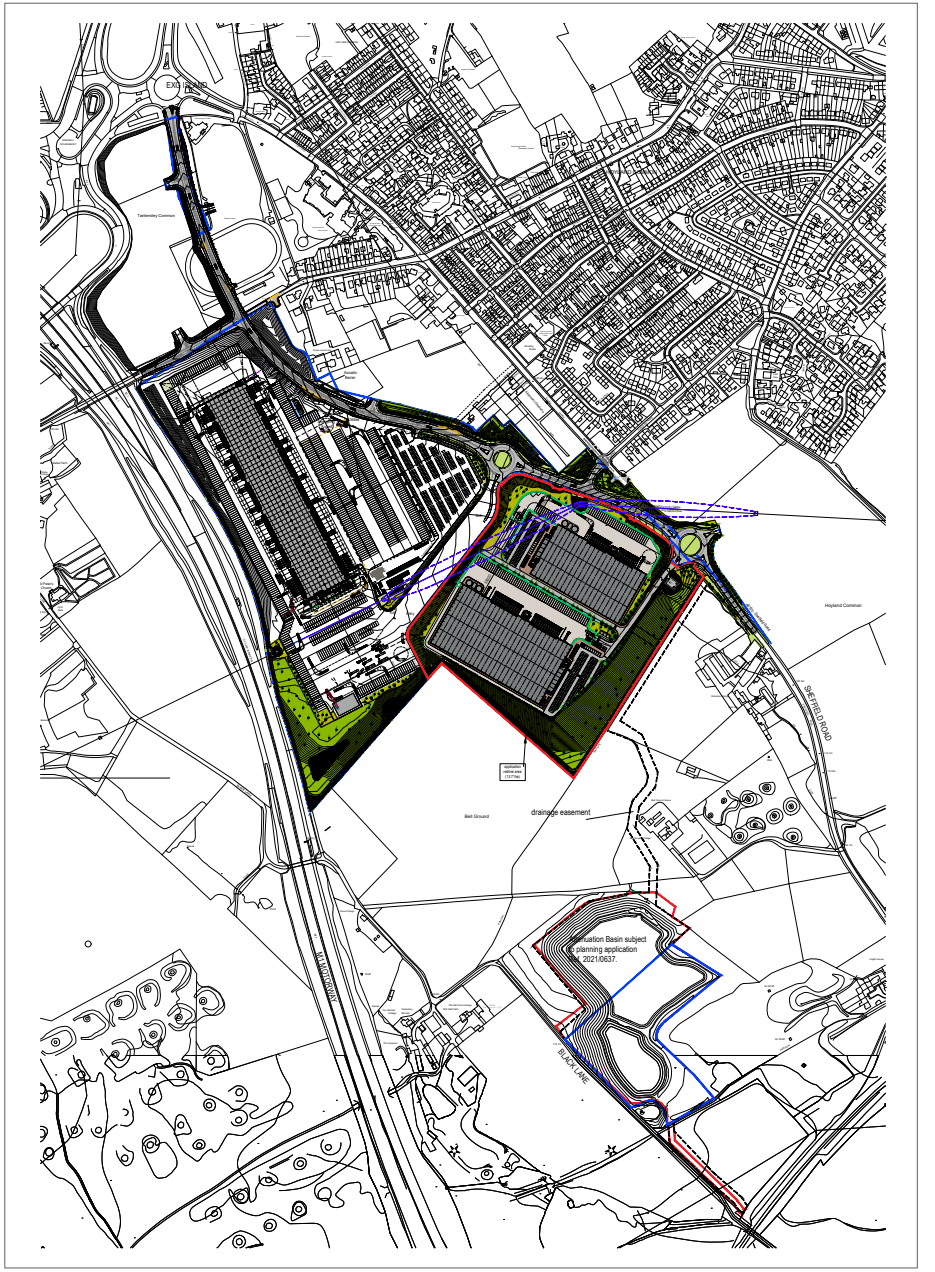
DESIGN

Use

The proposals comprise 2 no. storage and distribution units (Class B8) with ancillary offices including creation of access roads, parking, associated landscaping and infrastructure. The Site is allocated for employment uses under Employment Site ES13 where the principle of this use is acceptable. This is reinforced by the granting of a range of employment uses at the site under Hybrid Planning Permission 2020/0647.

The Site's excellent accessibility to the M1 via Junction 36, its ability to accommodate large commercial units, power availability and access to an appropriately skilled labour pool demonstrates its suitability for this type of use as highlighted in the PPG. Indeed, NPPF Paragraph 83 requires planning decisions to recognise and address the specific locational requirements of key sectors, such as storage and distribution uses at a variety of scales.





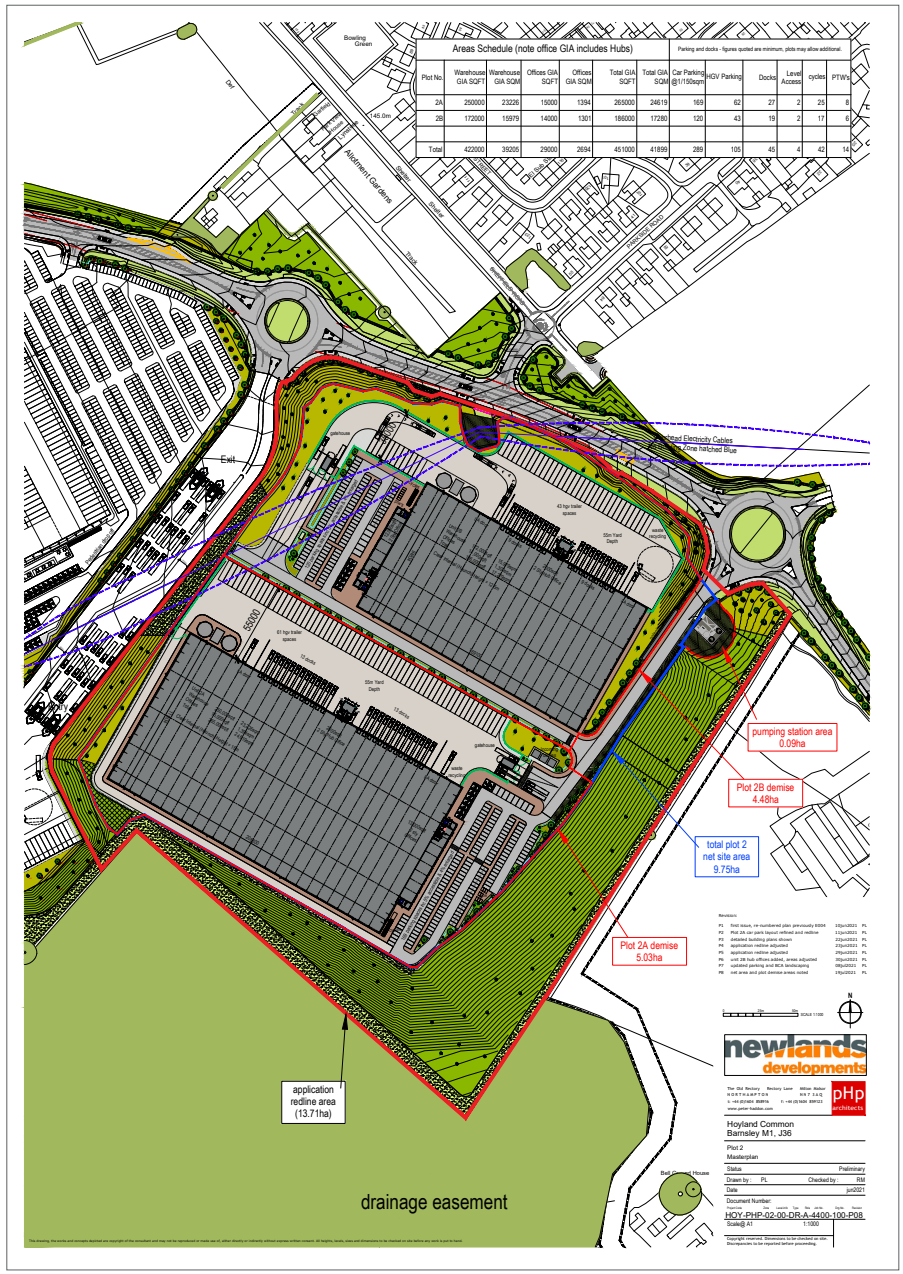
DESIGN

Layout

The layout consists of an efficient and logical plot arrangement in respect of the buildings, parking, servicing, access and landscaping. It has been influenced by the site constraints and opportunities, including the approved road layout and access points granted under Hybrid Planning Permission 2020/0647, as well as the drainage infrastructure approved under Planning Permission 2021/0637.

In addition, the layout reflects recognised industry standards for modern, high-quality storage and distribution units. This includes adequate storage space, circulation space/routes, yard depths and loading/turning areas.





DESIGN

Amount & Scale

The amount and scale of the proposed buildings are set out in the table below.

	Total Floorspace (GEA)	Height (Ridge)	Height (Eaves)
Unit 2A	24,619m2	18m	15m
Unit 2B	17,280m2	15.7m	12.5m

The scale of the proposed buildings respects the parameters set out in the Hoyland West Masterplan Framework and Condition 21 of Hybrid Planning Permission 2020/0647, which states:

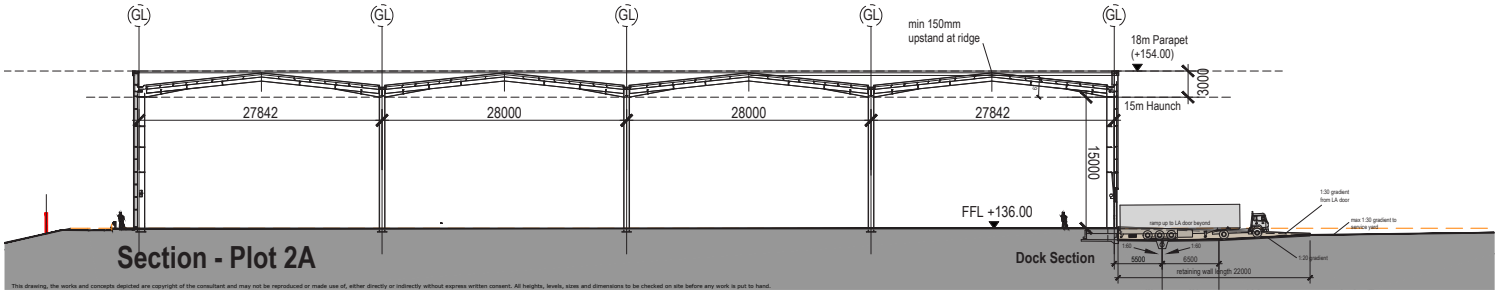
"Other than Plot 1, building heights shall not exceed 12.5m to eaves where the building is 20,000sqm or less, and shall not exceed 15m eaves height where buildings are over 20,000sqm".

The units respect the above design parameters noting that the Hybrid Permission permitted a maximum ridge height of 18m for Plot 2.

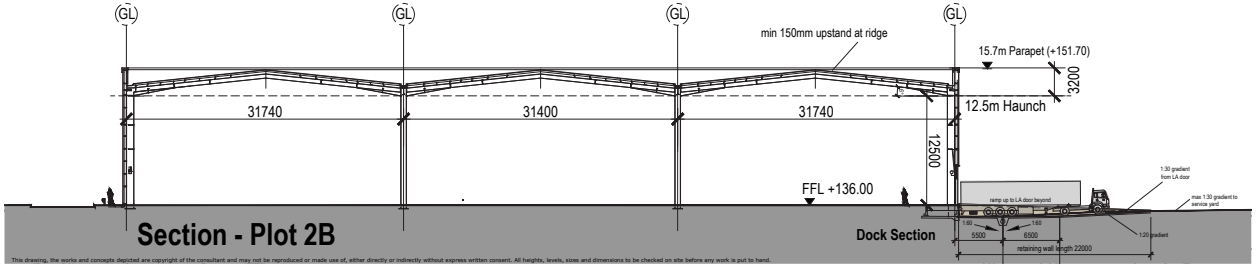
The buildings need to accord with institutional standards that determine the scale of storage and distribution units. This is imperative if they are to be attractive to the market with occupiers requiring large units with the requisite volumetrics including adequate internal clearance height, good quality ancillary office accommodation and adequate yard depths. A detailed justification for the scale of the units is set out within the accompanying Planning Statement and Burbage Realty Letter.

Hybrid Planning Permission 2020/0647 granted outline permission for B8 uses at the Site and Condition 22 states that development shall not exceed a maximum of 46,154m2. Therefore, the total amount of development proposed falls below this threshold.

Unit 2A



Unit 2B



DESIGN

Appearance

The Hoyland West Masterplan Framework sets out guidance for visually reducing the scale and massing of buildings. It advises that this can be achieved through careful consideration of materials and the sensitive use of colour. Some colours should not be used as they would create the visual impression of a large-scale business park and it recommends a palette of naturalistic colours should be incorporated. It also highlights the effectiveness of using features such as a linear gradient colour blocks.

In line with the above, the development comprises an appropriate palette of materials and details to ensure the built form assimilates well within the surrounding context. The elevations comprise of horizontal bands of grey tones. The darker Merlin Grey at the bottom will create a solid visual base to the building blending through to white at the top to create a softer contrast with the sky that will reduce the perceived scale of the building. The upper band creates a parapet around the building: giving each warehouse unit a simple definition that conceals the low pitched roof and rainwater downpipes. The parapet also provides a perimeter barrier for gutter cleaning inspection and maintenance of the roof. The Merlin Grey band has its trapezoidal lines running vertically and is significantly deeper than the upper bands with the loading doors sitting within this zone. The upper bands are also trapezoidal but laid horizontally; wrapping around the building.

The office area is highlighted with a very dark grey (Anthracite) trapezoidal panel laid horizontally with a contrasting white flat panel laid horizontally around the windows with the window frames in dark grey anthracite.

The entrance is accentuated further, constructed in continuous curtain walling and wrapping around the corner of the building and framed in Pastel Orange. The ancillary elements including all the warehouse doors and hub offices are also in dark grey anthracite.

The roofs of the units are dark in response to comments received from Barnsley's planning officers at the pre-application stage.

The two units have been designed with the same design aesthetic to ensure a coherent high-quality approach to what are essentially functional buildings.

The external elevational materials will be of high quality, offering excellent longevity and durability. The modern cladding proposed will allow for future re-cycling and are manufactured to meet the BRE Green Guide to Specification designation of 'long life' with a sustainability rating of 'A', therefore reducing the frequency for maintenance and need for replacement.

External lighting will be provided with building mounted units and lighting columns, within the car and lorry parking areas. Suitable lanterns and cowls will be selected to prevent light spillage and will be controlled by photo cells/time switches.





DESIGN

Landscaping

Plot 2 comprises of 2 Units with associated access road, service yards and car parking facilities. The landscape design follows the same principles as the previously approved landscape infrastructure associated with the new link road and Plot 1 in terms of composition of landscape types and species within the landscape scheme. This ensures that there is a holistic approach to landscape design throughout the landscape infrastructure and individual plot landscape areas within the overall development.

The southern and eastern margins of Plot 2 are formed by extensive native woodland planted embankments of up to 78 metres in width that offer visual mitigation to views from the east of the site and provide additional woodland extension to 'Bell Ground' woodland. In addition to the proposed woodland areas immediately south and west of Plot 1, along with native thicket planting links to the western boundary of Plot 2 and the northern boundary with the new link road, this further enhances the structural landscape buffer zones throughout the development. Wildflower/grassland corridors also provide valuable linear connections through the two plots for wildlife.

The proposed landscape along the northern boundary, which addresses the new link road is occupied by broad grass verges backed by native hedge planting to form a distinct visual boundary. Advanced nursery stock tree planting creates an extension to the boulevard tree planting to the new link road west of plot 2, respecting pylon cable sway zones, as necessary. The native thicket planted landscape buffer along the northern boundary varies between 7-35 metres in width and, along with proposed tree planting, will provide an appropriate landscape buffer along the northern boundary of the plot.

The car parks and service yards are served by an access road off the new link road roundabout, which extends along the eastern elevation of Plot 2A and beyond to Plot 2B. Retaining structures between the building of Plot 2A and the access road will be necessary to accommodate level changes and provide practical landscape gradients to host native hedge and thicket planting along with tree planting to visually soften this elevation of the building when viewed from the east.

Service yards and HGV areas will be largely devoid of landscape to ensure that health and safety risks associated with landscape maintenance personnel occupying such spaces are minimised so far as possible.

Car parking areas and landscape associated with building/office entrances with be adorned with ornamental shrub planting and advance nursery stock tree planting to provide a well presented more formal landscape visual effect with seasonal colour and textural variety within the species selected within these areas.

In summary, the generous landscape buffer zones within and around the periphery of Plot 2, as the landscape matures, will assist to assimilate built form into the landscape and develop varied habitat variability for wildlife.



DESIGN

Sustainability

A Sustainability Statement (August 2021) has been prepared by Yonder, 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 of the proposed development are:

- Passive design measures in the form of improved insulation levels and reduced air permeability will be applied to reduce the base energy demand of the building.
- Energy efficiency measures in the form of high efficiency direct acting heating, low energy fans, LED lighting, etc. will be applied to reduce the energy consumption of the building.
- Air source heat pumps suppling the office heating and thermodynamic heat pump panels servicing the hot water generation providing a 19.2% reduction in predicted annual carbon emissions. The Report also demonstrates a cumulative reduction in carbon emissions of 49.5% when the fabric and system efficiency savings are taken into account.
- A BREEAM rating of 'Excellent' under the New Construction 2018 criteria.







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 the site. Access to the Site is provided for visitors using private vehicles, public transport, walking and cycling.

Vehicular Access

The Site will be accessed via the new link road that was approved under the Hybrid Permission. This 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.

A total of 289 parking spaces and 105 HGV spaces will be provided. 15 of these spaces will be allocated for disabled parking bays (and a further 14 enlarged spaces) and are located within close proximity to the building entrance. 42 cycle spaces and 14 motorcycle spaces will be provided close to the building entrance. In addition, it is proposed that 5% active EV charging points will be provided, with circa 20% car parking spaces ducted for future expansion.

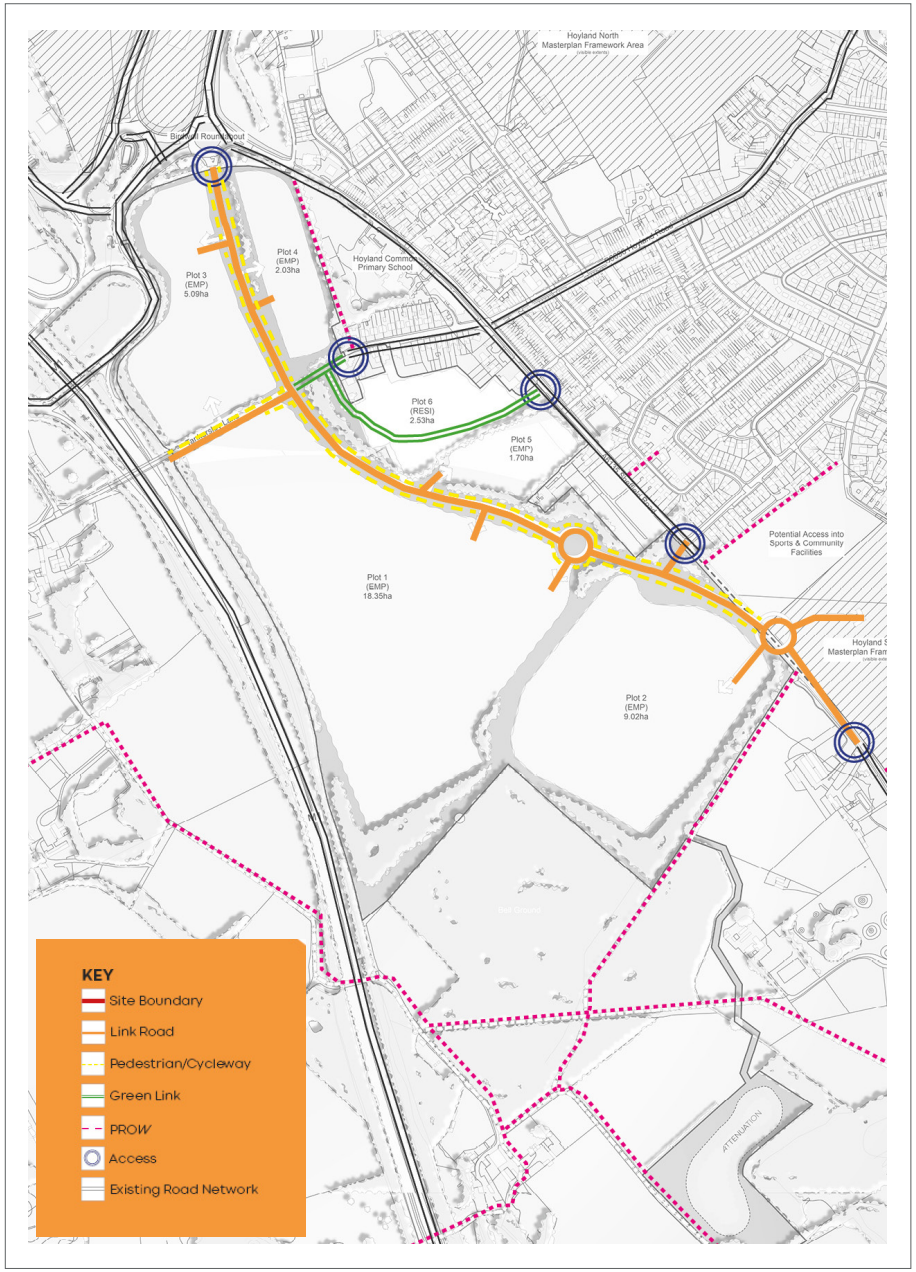
Public Transport

There are adequate options for travelling to and from the Site by public transport, with bus stops within walking distance of the development 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 created. New pedestrian infrastructure will be provided throughout the site. The new link road has appropriate pedestrian and cycle facilities, and there are continuous routes through the wider Hoyland West area will be accommodated by means of the proposed internal street network.

Under the Hybrid Permission 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.



CONCLUSIONS

This Design and Access Statement has been prepared in line with the guidance contained within the Planning Practice Guidance to support a full planning application submitted by Newlands Developments for the development of 2 no. storage and distribution units (Class B8) with ancillary offices, including creation of access roads, parking, associated landscaping and infrastructure.

The Site sits within the Hoyland West Masterplan Framework Area that is a designated employment site within Barnsley's adopted Local Plan. Furthermore, it formed part of a wider scheme granted hybrid planning permission in November 2020 where outline approval was granted for employment uses at the Site.

A multidisciplinary approach has been applied to assess the Site's context and character and to identify the constraints and opportunities that are relevant to the development proposed.

The design is predicated on robust design principles that seek to respond to the findings of the site assessment process, adhere to national and local design policy, respect the guidance contained within the Hoyland West Masterplan Framework Report (September 2020) and consider the parameters approved as part of the wider hybrid scheme.

The development strikes a balance between ensuring the development assimilates with its surroundings through carefully considered design elements that reduce its perceived scale and delivering a functional, market-facing building that is attractive to a range of future operators.

The development is accessible via a range of transport modes and will link into the infrastructure already approved under the hybrid planning permission as well as benefitting from existing pedestrian and cycle links in the site's vicinity. In addition, the design ensures inclusive access for all potential users.

The scheme has good sustainability credentials that exceed the policy requirements of the adopted Barnsley Local Plan. This includes passive design measures, energy efficiency measures, the use of air source heat pumps and achieving a BREEAM 'Excellent' Rating.



CONTACT

NEWLANDS DEVELOPMENTS
Lumonics House,
Valley Drive, Swift Valley Industrial Estate,
Rugby, Warwickshire,
CV21 1TQ

Tel: 01788 422197

