

# Goldthorpe Masterplan Framework

Version 1.0  
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**BARNLSLEY**  
Metropolitan Borough Council

edward  
architecture

# Vision

To create a deliverable, sustainable, high-quality employment site which will provide for the town and the wider Dearne Valley.

The employment site, local plan site reference ES10, is located off the A635 west of Goldthorpe. The Goldthorpe industrial estate is situated to the east and the RSPB Old Moor Wetlands Reserve to the south.

An attractive and high-quality employment-led development will be delivered on the 73 hectare site, comprising of offices, research and development and industrial uses in Class E.

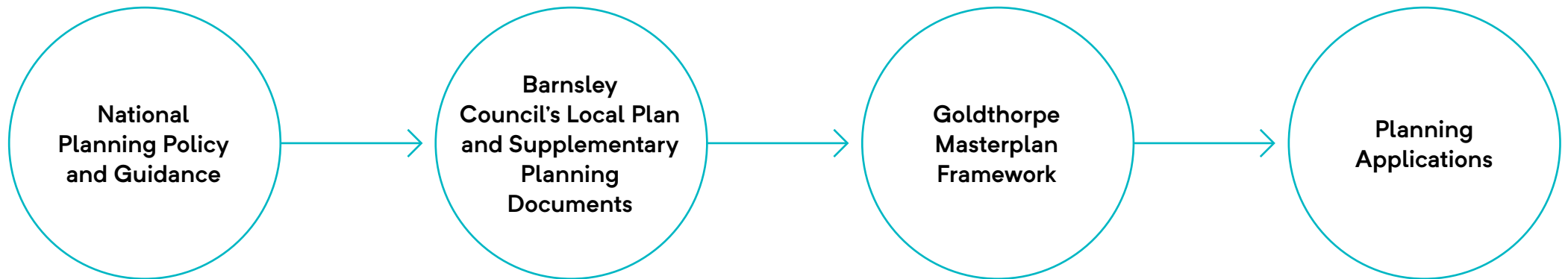
The redevelopment of this site provides an opportunity to deliver a high-quality employment site, whilst responding positively to the surrounding environment. By respecting the site and its surroundings, the site will be set within green infrastructure and will aim to embrace low carbon and energy usage.



## Contents

<b>What is a Masterplan Framework and why is it required?</b>	<b>3</b>	<b>Design considerations: Movement and transport</b>	<b>12</b>
<b>Technical considerations</b>	<b>7</b>	<b>The concept masterplan</b>	<b>14</b>
<b>Site constraints</b>	<b>10</b>	<b>Next steps</b>	<b>18</b>
<b>Site opportunities</b>	<b>11</b>		

# What is a Masterplan Framework and why is it required?



Each council is required by government to produce a development plan. The Barnsley Local Plan was adopted by the council in January 2019. The Masterplan Framework is a strategic document that sits beneath the Local Plan and will inform future planning applications.

It is a requirement that a number of larger allocated sites need to be supported by a Masterplan Framework approved by the council. Looking at large allocations in this way, rather than on a site-by-site basis, makes sure we can make the best use of sites and secure sustainable and inclusive growth, reflecting each of our corporate priorities.

The Masterplan Framework consultation allows residents and stakeholders to be involved and provide feedback on site specific draft plans and key issues that haven't been resolved through the Local Plan processes.

For example, these issues could include:

- **Landscape character**
- **Biodiversity**
- **Heritage and archaeology**
- **Conservation area**
- **Land contamination and ground stability**
- **Flood risk and drainage**
- **Sustainable transport and active travel**

This feedback will be reviewed and considered when drawing up the final Masterplan Framework. The Masterplan Framework will need to be approved by Cabinet before the determination of any planning applications within the masterplan area. Technical work is currently ongoing that will help to shape the Masterplan Framework and its requirements.

## Who is involved?

Barnsley Council have worked in collaboration with Edward Architecture and Savills, landowners and land agents.

Consultation is ongoing with all the landowners and land agents who have land interests that fall within the Masterplan Framework site boundary, and joint working and consultation is ongoing with Doncaster Metropolitan Borough Council given the close proximity of the local authority boundary.

## Masterplan Framework area

The Goldthorpe Masterplan Framework site covers local plan site reference ES10 and is located off the A635 west of the settlement of Goldthorpe.

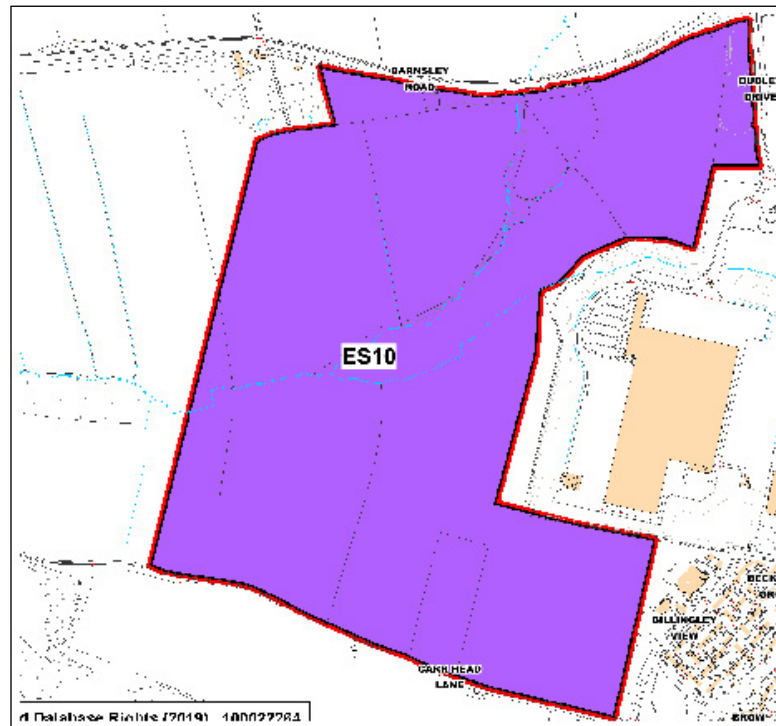
The site is bordered to the east by both Goldthorpe Industrial Estate and residential properties within Goldthorpe and Bolton Upon Dearne. The site's north boundary borders the A635 with arable land and the village of Billingley to the north. The RSPB Old Moor Wetlands Reserve is to the south. To the west of the site, arable land extends to the A6195 south of Cathill roundabout.

The site is located west of the A1(M) and east of the M1 motorway.

The site itself contains arable farmland, with a network of hedgerows and ditches running through it. Areas of plantation woodland are present along the northern boundary with Barnsley Road, while more mature broadleaved woodland is present on long stretches of Carr Dike, which flows through the centre of the site.

The site also neighbours two allocated housing sites HS651 to the south, and HS44 to the east.

Site allocation		
Site reference	Site area	Proposed use
ES10	72.9ha	Employment: Business, General Industry and Storage and Distribution
Neighbouring site allocations		
HS51 (access to site from ES10)	14.8ha	279 dwellings
HS44	9.0ha	194 dwellings



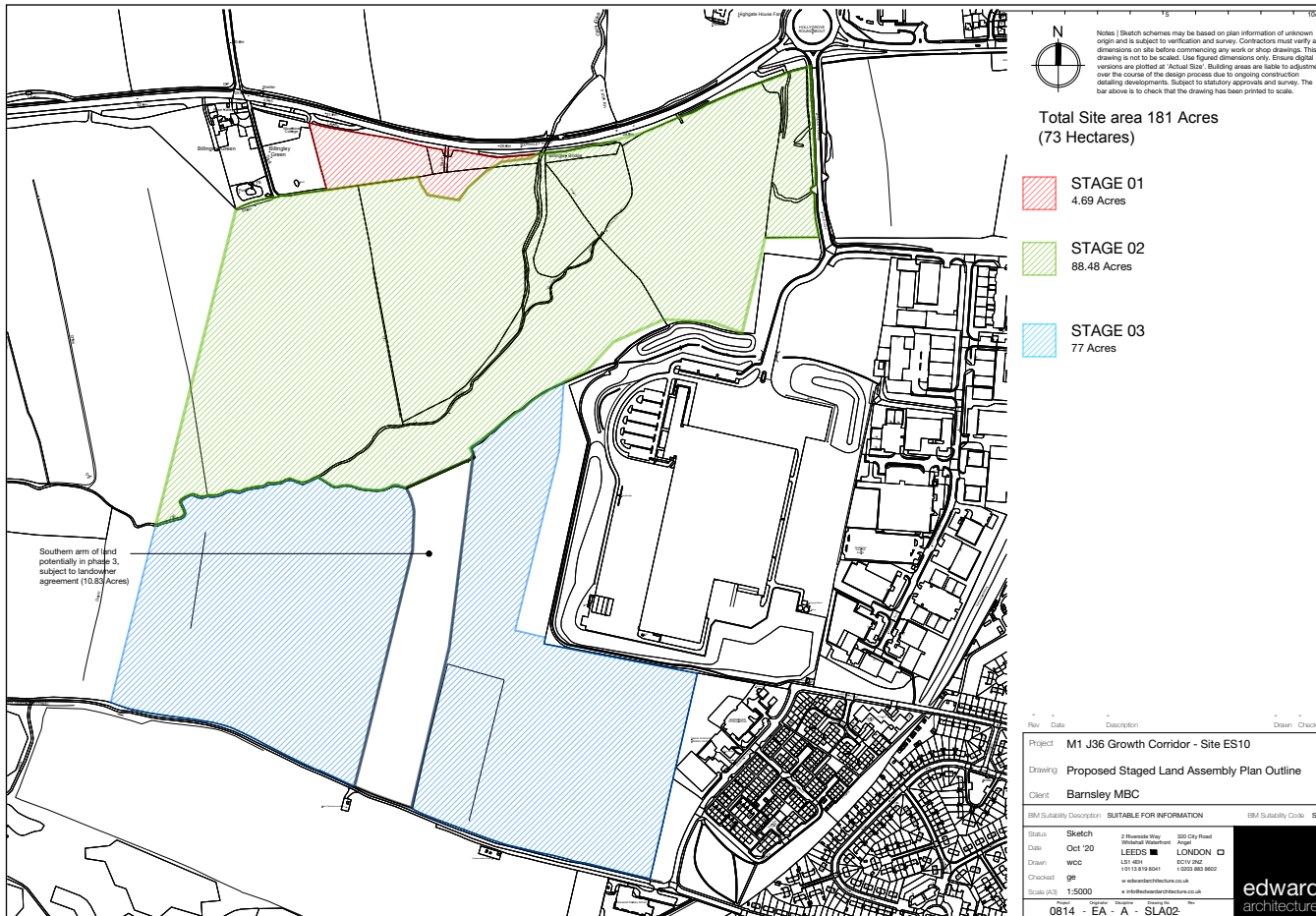


## Land ownership

There are a number of different landowners within the masterplan site. Negotiations have been ongoing with landowners during the development of the Masterplan Framework.

A land assembly strategy is being developed to assist in bringing the site forwards. The map below shows how the Masterplan Framework site could be brought forward in a phased manner.

### Proposed Staged Land Assembly Plan:



## Neighbouring properties and uses

There will be design considerations to reduce the impact that the development will have on the surrounding landscape which includes residential properties to north west of site, Heather Garth Primary Academy, Lacewood Primary School and the residential development on Billingley View.

In order to integrate employment development among residential properties, the planning will consider adequate separation distances with appropriate boundary treatments to prevent loss of privacy and clearly define the boundaries between character areas.

## Local facilities

There are a range of local facilities and amenities within a 5 and 10 minute walk of the site (400m and 800m respectively). The centre of Goldthorpe is approximately 1.7km away to the east of the site which is approximately a 25 minute walk. The site is well served by public transport and Goldthorpe train station is approximately a 20-minute walk from the site.

Within the 10 minute walking catchment area, future employees would have access to Aldi supermarket and other facilities within Goldthorpe.

## Public transport

### Bus

The A635 (Barnsley Road) is a key bus route connecting the new employment land with Barnsley, Rotherham and Doncaster town centres, as well as smaller centres such as Grimethorpe and Goldthorpe.

Bus Stop	Distance from site	Servicing
Billingley, Billingley Green Lane	0.15km	X19, 208, 218, 218a
Highgate, Dudley Drive	0.5km	X19, 208, 218, 218a
Darfield, Balkley Lane	1.53km	X19, 208, 218, 218a

### Train

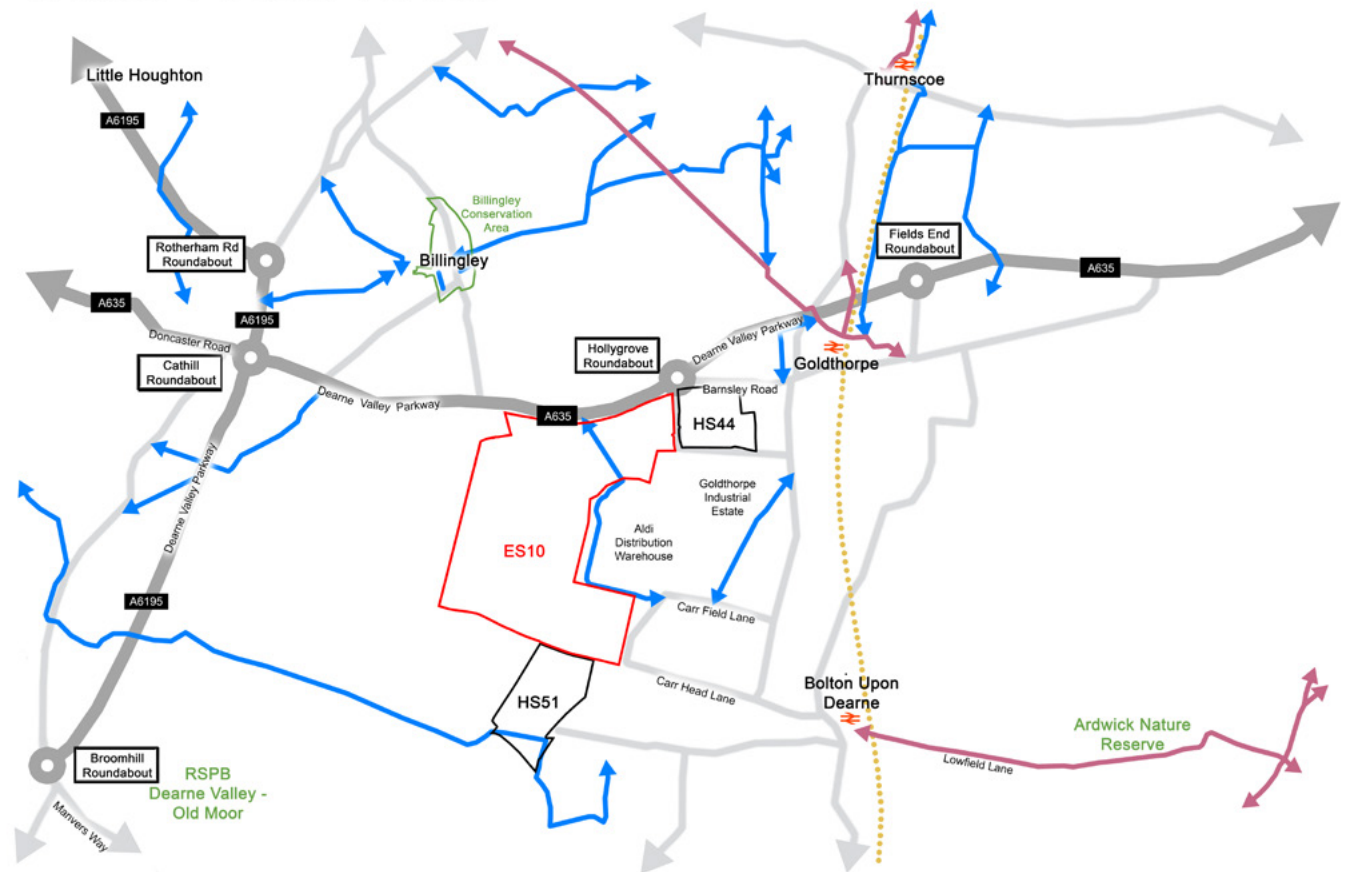
Goldthorpe Rail Station is located approximately 2km east of the site. Operating on the Wakefield Line, it provides hourly rail services between Leeds and Sheffield from Monday to Saturday, with a reduced service on Sunday. This allows people to travel to and from the site via rail as part of a combined journey.

## Active Travel

Barnsley Council have an approved Active Travel Strategy to encourage more people to walk and cycle in Barnsley, improving the quality of life of Barnsley's residents.

A key priority is the building of a safe and fully segregated off-road active travel link connecting Barnsley town centre and Goldthorpe. This will run along the A635 (Barnsley Road) and pass the ES10 site directly at the northern boundary. In addition, ways to improve walking and cycling from the already existing Public Rights of Way will be considered and enhanced.

### Growth corridor, links, paths, roads: MI J36 GROWTH CORRIDOR, GOLDTHORPE Links, Paths, Roads



# Technical considerations

## Landscape character

The character of the existing landscape has been altered over the years as a result of mining activity. The site landscape comprises farmland. The proposed development will result in a loss of open farmland and a change in character. The loss of existing landscape features will be mitigated through significant new native planting. Proposed wide planting belts will help to visually screen development at the north west and southern boundaries. The site falls within the Dearne Valley Green Heart Nature Improvement Area which includes parts of Barnsley, Doncaster and Rotherham boroughs.

M1 J36 GROWTH CORRIDOR, GOLDTHORPE  
Natural Environment



## Biodiversity

The site is crossed by Carr Dike which enters the site close to the centre of the north boundary and exits mid-way down the site's western boundary. Bordering Carr Dike is broadleaved semi-natural woodland, plantation woodland and sections of species poor grassland.

A network of hedges within the site area include a mix of species rich and species poor. Some hedgerows are intact whilst others are defunct, however, this network provides a measure of ecological connectivity through the site away from Carr Dike.

By retaining Carr Dike, this will minimise potential impacts downstream for other Dearne Valley nature sites. It is recommended that a 10m buffer to comprise semi-natural habitat is established between Carr Dike and the new development.

Further considerations may include:

- **a sustainable drainage system**
- **green roofs**
- **an ecologically sensitive lighting scheme**
- **new hedgerow planting and infilling of boundary hedgerows**
- **integrated bird nesting and bat roosting opportunities in new buildings**

As part of the Local Plan process, a number of ecological surveys were undertaken which indicated that the site was attractive to golden plover. Over the winter months of 2019/2020, golden plover surveys and assessments were undertaken. The survey work was a follow up to original surveys completed in 2014.

The results conclude that the habitats on site are not critical to the local wintering golden plover populations within the Dearne Valley. A Preliminary Ecological Assessment Report (June 2020) has been completed on the site by Middleton Bell Ecology and the remaining surveys are progressing to completion before a full ecological impact assessment report is completed. The Masterplan Framework will look to retain as many areas of significant ecological value as possible.

At the planning application stage, a number of protected species surveys will be carried out to protect species.

The Masterplan Framework aims to improve the current ecological value of the site by 10%. This may be achieved through the creation of new habitats and features. However, some off-site measures may also be an option to improve local wildlife sites around Goldthorpe.

Due to the intended development of the site, some vegetation will need to be removed. However, any vegetation lost will be replaced and enhanced by incorporating blocks of native tree planting and new hedgerows. As part of the Masterplan Framework, the scheme will:

- **Retain the existing woodland and hedgerows on the site's boundary;**
- **Retain the section of hedgerow remaining in the north-west corner of the site**

We will continue to work with key stakeholders including the RSPB, Natural England; Dearne Valley Green Heart Partnerships and the Yorkshire Wildlife Trust.

## Heritage and archaeology

An archaeological assessment of the site highlighted that archaeological remains are likely to be present within the southern part of the site.

It is recommended by both Barnsley Council and the South Yorkshire Archaeology Service (SYAS) that further archaeological reports should be commissioned at the earliest opportunity to help clarify the nature of the expected archaeological remains and their sensitivities.

This work will help inform the layout and design of the development within the site.



## Conservation area

Billingley Conservation Area lies approximately 1km to the north west of the masterplan site. The village sits on the crest of a hill that lies between Darfield to the west and Thurnscoe to the east. Billingley was developed as a small farming village with two main farms located within a small community of workers, cottages and farmhouses, most likely existing from the medieval period onwards. The village is one of a few in the area that was not subject to major expansion and development during the growth of the mining industry in the late 19th and 20th centuries. Due to the position of the village, views are available in almost every direction out of the village. The Masterplan Framework will seek to safeguard the setting of the Billingley Conservation area while supporting the development of the site.

## Land contamination and ground stability

South Yorkshire Mining Advisory Service have advised that the northern 20% of the site is largely made of fill material associated with the backfilling of the former opencast coal operations in this area. Small sections in the extreme north and north east (which have not been opencast) will pose some risk for shallow historic mining void migration. Future development in these areas will require suitable site investigation works to ensure sound stability for development in those specific areas.

Approximately 80% of the south is shown to lie on natural bedrock of either shales, mudstones or the Mexborough Rock Sandstone of the middle coal measures. Very few issues are anticipated over this section of the land as little former land uses other than agriculture is known.

The Coal Authority are a key consultee for any future proposed development for the masterplan site.

## Flood risk assessment

Carr Dike and a connecting unnamed watercourse run through the site. The north west of the site falls within Flood Zones 2 and 3, therefore development will be carefully designed to ensure that building footprints do not enter into this area. However, servicing areas and car parking would be suitable uses. A flood risk assessment will be required as part of any planning applications along with a detailed drainage strategy for the site.

Improvements to the drainage of the site include the creation of a habitat corridor along Carr Dike as well as sustainable drainage solutions. This will ensure that rainwater falling on the site is still able to drain into the Dike which would also improve water quality.

A drainage strategy is currently being developed as part of the Masterplan Framework. This will also consider flood risk both within the site and within the immediate locality.

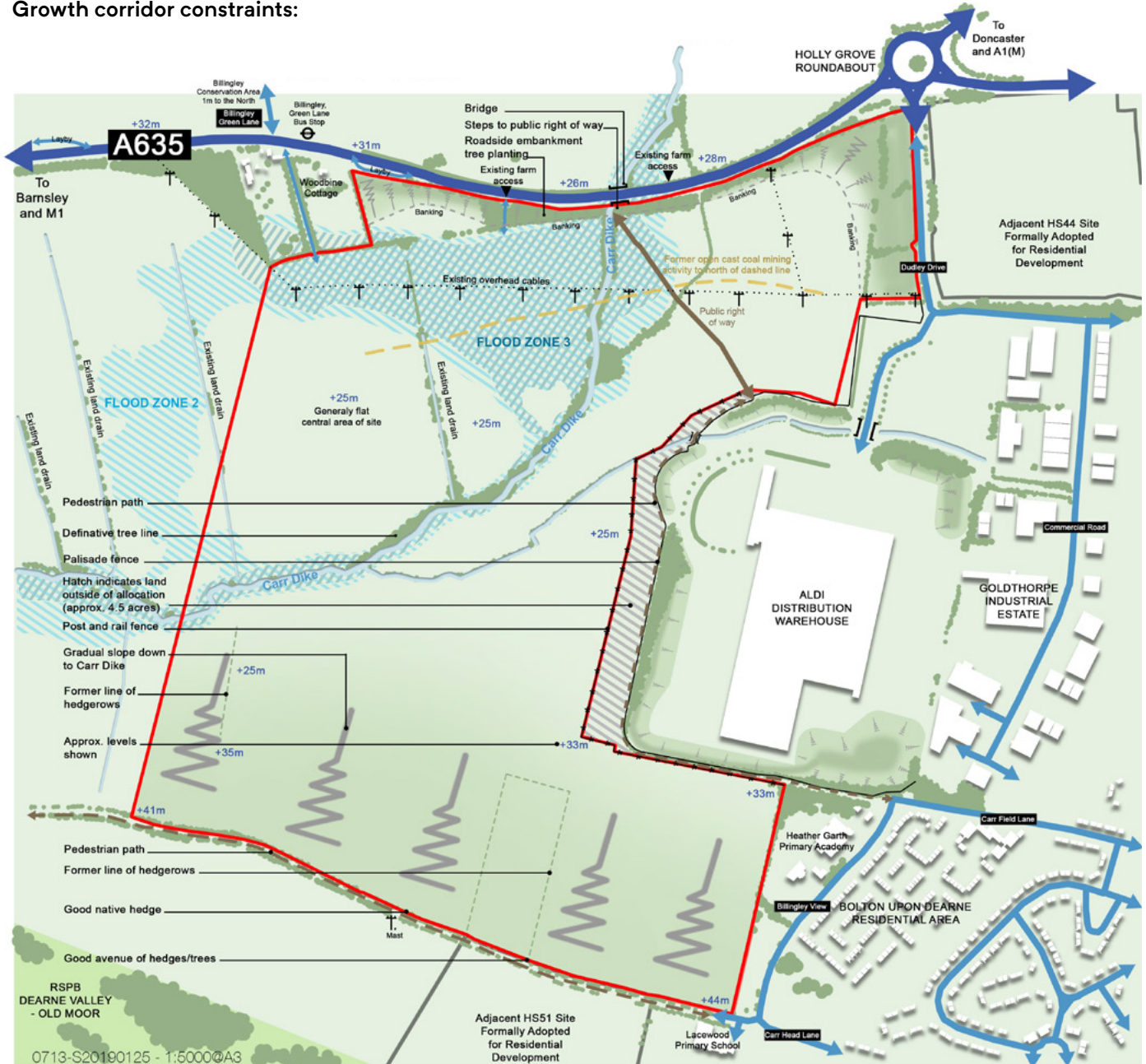
## Air quality

The construction and operational phase air quality impacts of the proposed development will be fully assessed.

# Site constraints

- Sloping valley site
- Affected by flood zones 2 and 3
- Ecology and trees around Carr Dike and tributaries (8 meter minimum required)
- Road side trees to A635
- Overhead cables
- Former mining activity
- Views from Billingley Conservation Area 1 mile to the north
- Views from existing and proposed housing developments
- Long distant views north west and south
- RSPB Dearne Valley, Old Moor to south-west
- Don't affect the openness of the adjacent greenbelt, to north, west and south of site
- Don't negatively affect the residential amenity of adjacent future housing sites

## Growth corridor constraints:

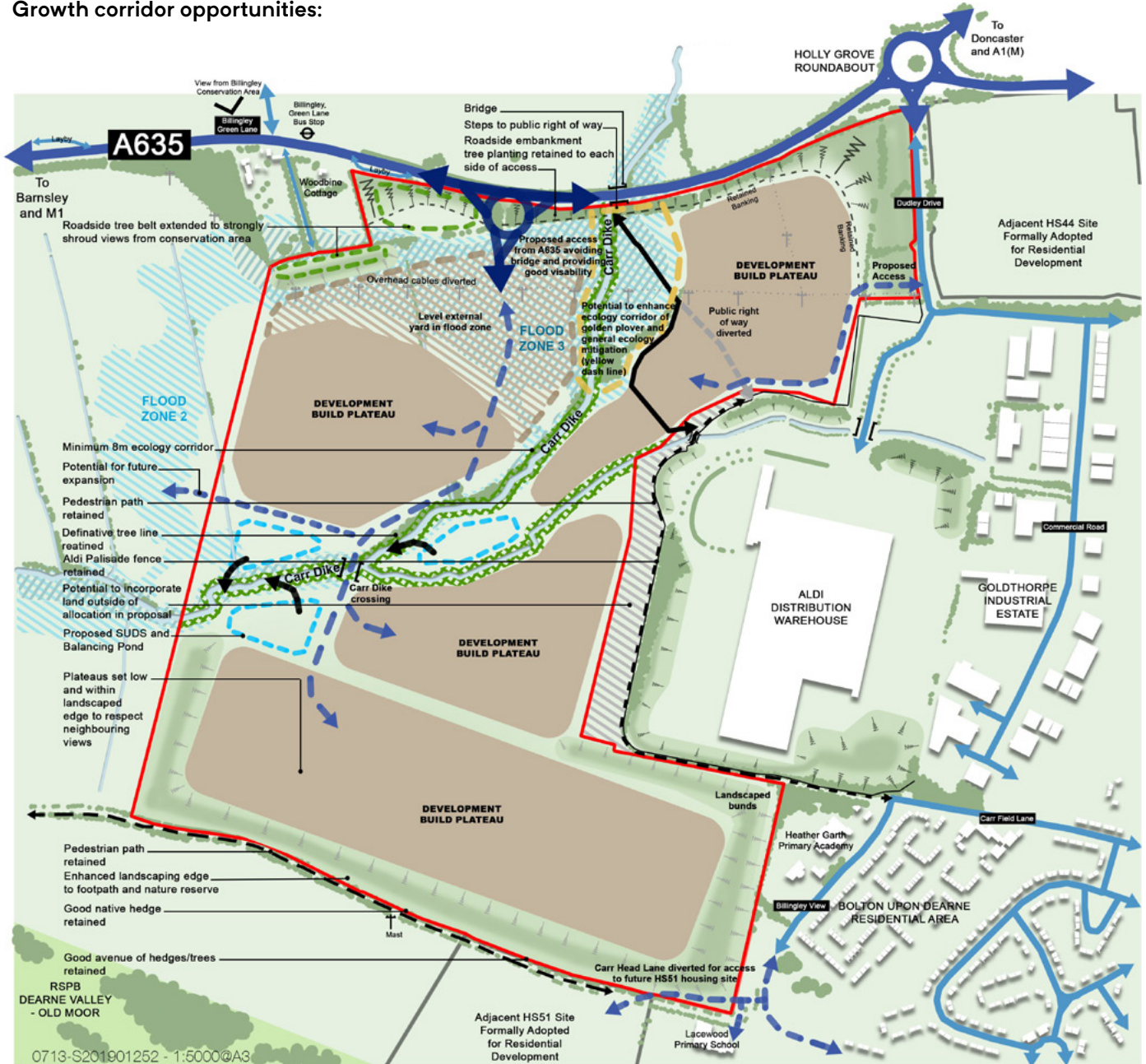




# Site opportunities

- Natural site split around Carr Dike ecology corridors
- Large level development plateaus achievable with 'cut and fill' and bunding
- New roundabout access from A635 serving north, west and southern sections
- Access from Dudley Drive serving north-east section
- Opportunity to extend and improve A635 roadside tree belt either side of access
- Levels, bunding and treescapes mitigate views from Billingley Conservation Area to north
- Enhance ecology areas and wetland drainage
- Opportunities to enhance agricultural conditions on retained fields attractive to golden plover
- Provision for access to adjacent site HS51
- Current highways improvements facilitate 168,000sq.m employment floor space

## Growth corridor opportunities:



# Design considerations: Movement and transport

## Access

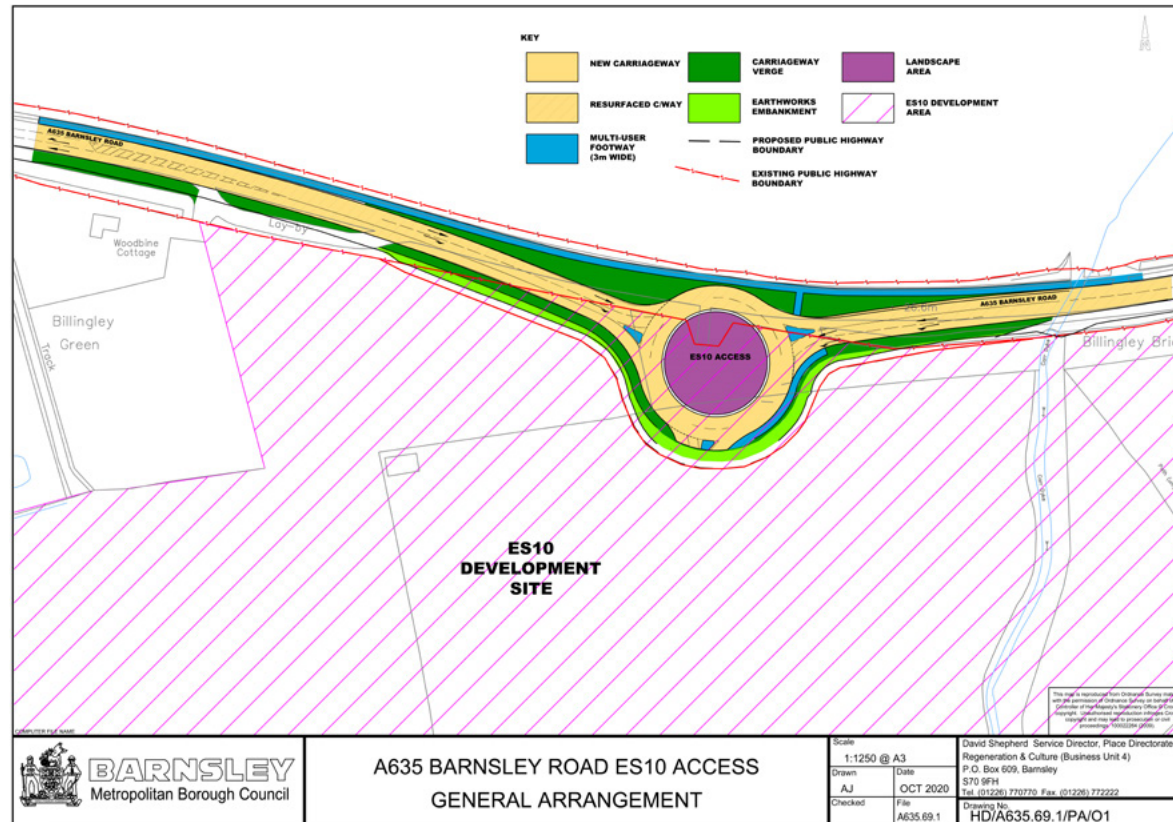
Access into the site will be taken from a proposed new roundabout on the A635 which would be the main entry point to the development. A secondary access could be taken from Dudley Drive to allow access into the plots to the north east. The site is also required to provide access into the residential allocation HS51. It is expected that this would be provided within the south east corner of the site taken from Billingley View.

## Accessibility

In addition to the bus services on the A635, the site has the ability to be accessible by public transport with existing stops on Billingley View in the southeast corner. Therefore, it will be important to ensure that high-quality pedestrian routes are provided to link in with this existing bus route, which provides an hourly service between Barnsley and Rotherham.

In addition, Goldthorpe Railway Station is around 1.2km from the site and could be accessed from Dudley Drive on the eastern boundary. It will therefore be important to allow pedestrian access along this frontage.

Proposed access:



The residential areas within Bolton upon Dearne and Goldthorpe are both within a 2km walking distance of the site. It will be important to ensure access along the eastern boundary of the site to maximise the opportunity for sustainable travel to and from the site.

A series of highway works are being completed off site to allow the impact of the development to be accommodated within the existing road network:  
**[barnsley.gov.uk/m1-junction-36](http://barnsley.gov.uk/m1-junction-36)**



## Public transport provision

Barnsley Bus Partnership will be consulted throughout the development of the Masterplan Framework to establish the preferred means of the site being served by public transport.

It is envisaged that direct, safe and attractive walking routes to bus stops will be provided to encourage the use of public transport for residents, employees and visitors. At the planning applications stage, developers will be required to submit Travel Plans which set out how sustainable travel measures will be implemented, monitored and reviewed over an agreed period.

## Impact on the road network

Although every effort will be made to minimise private car usage by providing necessary active travel and public transport infrastructure and promoting measures to encourage staff not to use their cars, it is recognised that an employment site of this scale will inevitably increase traffic on the road network. Partly in recognition of this, the capacity of roundabouts to the east of the site (Cathill, Broomhill and Wath Road roundabouts) is currently being enhanced. This represents the latest in a series of infrastructure investments over recent decades that have helped improve accessibility to and from the Dearne Valley to encourage job creation and new homes within and around the former mining settlements.

Future planning applications relating to the masterplan site will need to be supported by a Transport Assessment or Transport Statement and Travel Plan in order to determine the transport implications of the development proposal by all modes of transport. This process enables the highways and transport impacts of the development to be fully assessed, and a package of measures developed that mitigate the impact of the development providing target levels for walking, cycling and public transport usage. The measures and mode share travel targets agreed during the planning process will be secured by the council through planning condition and/or legal agreement between the applicant and council. This will provide for the monitoring of the travel plan towards achieving the set targets together with remedial measures that will need to be taken if travel plan targets are not achieved during a set period of time.

Bypasses for the villages of Hickleton and Marr, within the borough of Doncaster, also remain an aspiration with work ongoing to develop a business case aimed at secure funding, which would then enable a planning application to be prepared. Given that traffic generated from this site would likely increase traffic volumes on the A635, the Council is working closely with Doncaster Metropolitan Borough Council and Sheffield City Region to support their work on the business case.

We are also striving to gain a consensus on how delivery of this site could be phased, particularly as it is allocated for employment use and that job creation is paramount given the impact of the pandemic. We are therefore interested in your views as to how we might control the phasing of development within the Masterplan Framework.

## Transition to Zero Carbon

As part of the Masterplan Framework, an energy strategy will be developed. All built development will be designed to aid the transition to a Zero Carbon borough by 2045, in line with Barnsley's Zero45 ambition. The design of the development will be future proofed by:

- **Optimising the form and orientation of buildings to maximise opportunities for natural daylight and solar technologies**
- **Prioritising fabric energy efficiency and air tightness to reduce energy demand**
- **Where possible, moving away from fossil fuels and install heat pumps (ground or air source)**
- **Installing active Electric Vehicle charging points in accordance with the requirements of the council's Sustainable Travel Supplementary Planning Document, or as a consequence of an agreed electric vehicle charge point strategy**
- **Assess the feasibility for solar panels and green roofs**
- **Monitoring energy consumption in line with Barnsley Council's Sustainable Energy Action Plan**
- **Assess the feasibility of battery storage or provide the appropriate connections and space for future connections, to reduce peak demand**
- **Reduce embodied carbon, by using less material, recycled aggregates and steel, and design for flexibility, adaptability and disassembly**

# The concept masterplan

Designs help to create a sense of place and distinctive built environment and are critical to the success of the Masterplan Framework. Future detailed design will consider the arrangement of buildings and positioning of landscaping.

As shown on the emerging masterplan, the employment elements of the Masterplan Framework will be split down into plots of varying sizes. The below illustrations provide examples of how the site could be developed with different employment opportunities. The three plans show a range of different size units, which would attract a variety of end users.

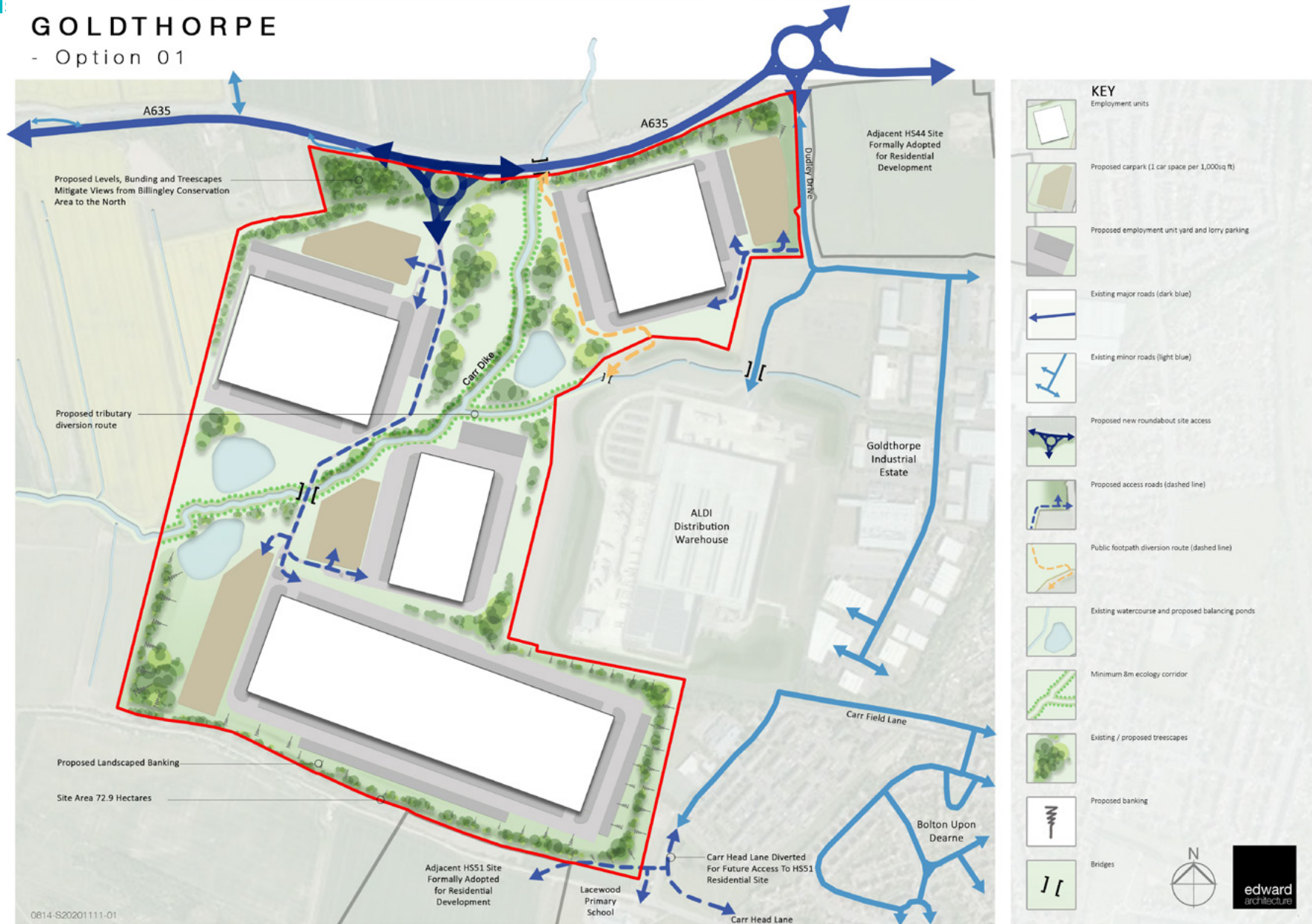
Option 1:  
**Warehousing and distribution use**

Option 2:  
**Mix of plot sizes**

Option 3:  
**Business park style**

Option 1:  
Warehouse

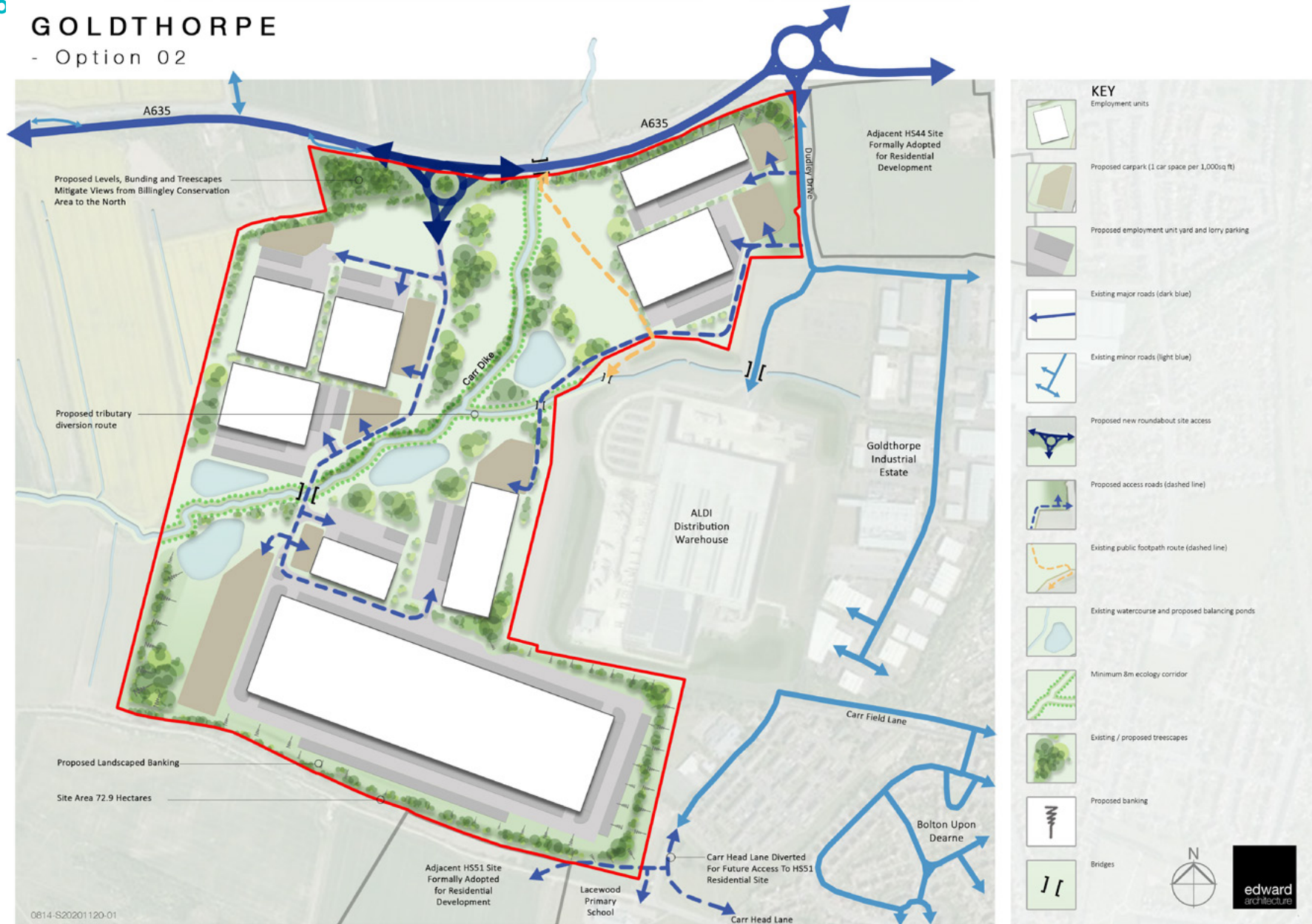
**GOLDTHORPE**  
- Option 01





Option 2:  
Mix of plo'

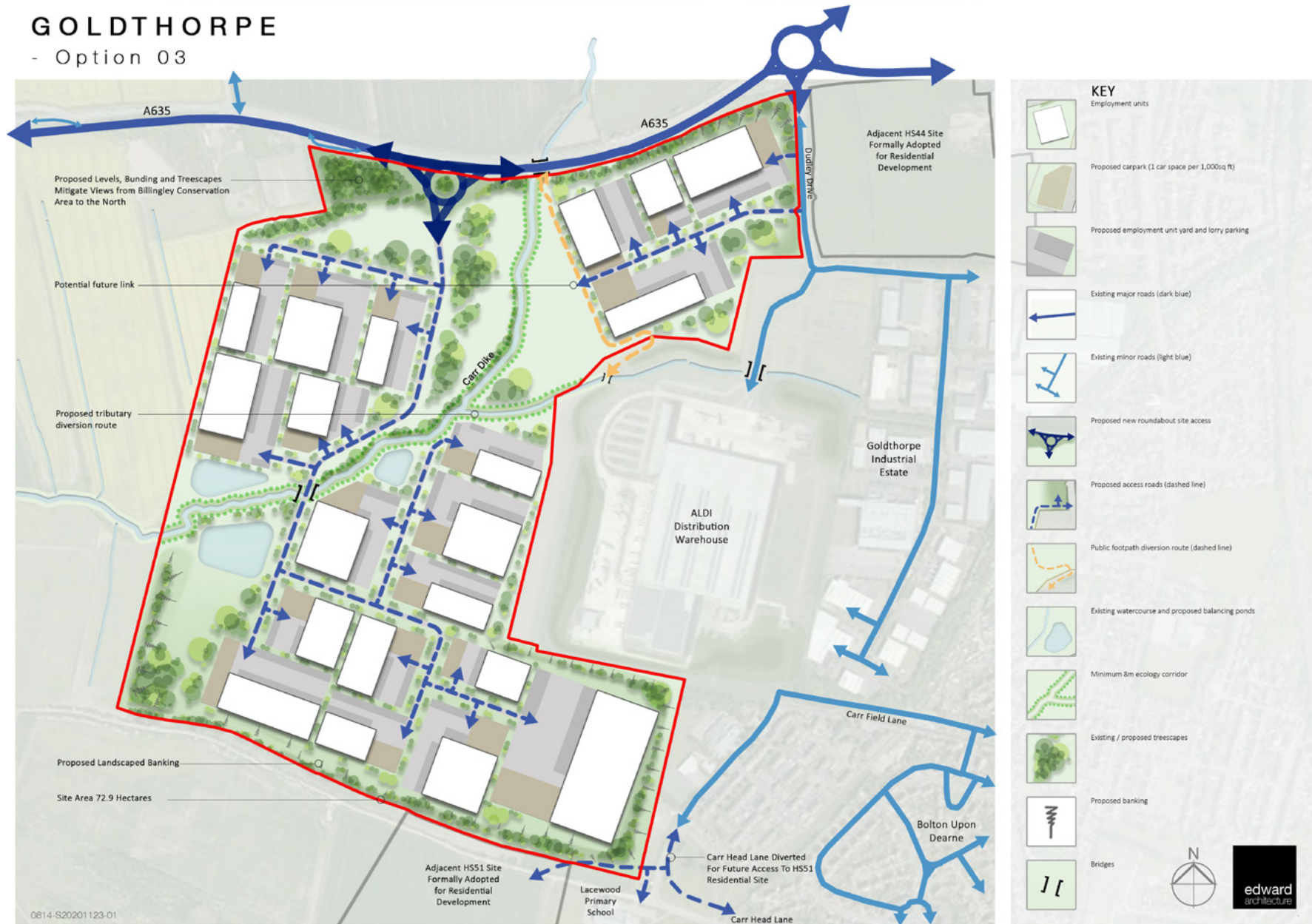
**GOLDTHORPE**  
- Option 02





Option 3:  
Business

**GOLDTHORPE**  
- Option 03



## Planning strategy

The adopted Barnsley Local Plan sets out that Masterplan Frameworks should be adopted prior to the determination of any planning applications on land within the site. The Masterplan Framework will be a material consideration in the determination of subsequent planning applications.

## Timeline

**Six week Public Consultation period:**  
25 January to 8 March 2021

**Adoption of Masterplan Framework:**  
Summer 2021

## Next steps

The Masterplan Framework will continue to evolve incorporating technical work as it becomes available. This public consultation is an opportunity for the local community and key stakeholders to provide important feedback on the Masterplan Framework themes and to help shape the final document.

For all the latest on the Goldthorpe West Masterplan Framework, including details of how you can submit your comments, please visit:  
**[barnsley.gov.uk/Goldthorpe](https://barnsley.gov.uk/Goldthorpe)**