Goldthorpe Masterplan Framework

Version 2.0
September 2021

BARNSLEY
Metropolitan Borough Council

edward
architecture

Vision

The vision for Barnsley 2030 is one of creating a place of possibilities with four main ambitions:

— A Healthy Barnsley
— A Growing Barnsley
— A Learning Barnsley
— A Sustainable Barnsley

The Goldthorpe Masterplan Framework seeks to create an attractive, deliverable and sustainable high quality employment site which will provide for the town and the wider Dearne Valley. The site provides an opportunity to deliver high quality employment, whilst responding positively to the surrounding environment by respecting the site and its surroundings, incorporating high quality green infrastructure and embracing low carbon energy opportunities in support of the 2030 vision.

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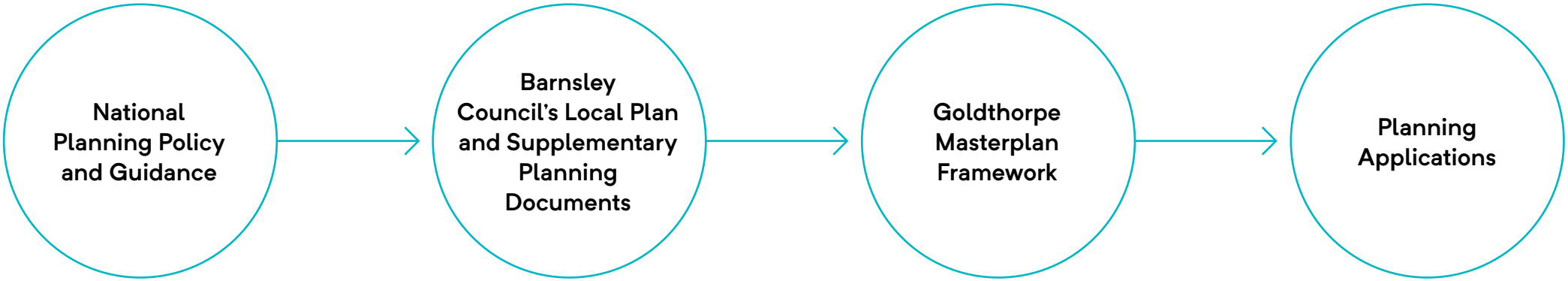
What is a Masterplan Framework and why is it required?



The council's Local Plan was adopted in January 2019. This Masterplan Framework is a requirement of Local Plan policy ES10 and will help to make sure that policy objectives are met and that the site can be developed in a comprehensive manner, taking into account all of the infrastructure requirements.

The Masterplan Framework will guide the development of the site to achieve its full potential and secure sustainable and inclusive growth by providing improved job opportunities in accordance with the Barnsley 2030 vision. The Masterplan Framework is a strategic document that sits alongside Supplementary Planning Documents and should be read in conjunction with National Planning Policy and Guidance and the Local Plan. The Masterplan Framework is a material consideration in the determination of planning applications on the site.

Purpose of Masterplan Framework

The purpose of this document is to establish the principles which will guide future development within the ES10 site, which has been allocated for employment use in the adopted Local Plan. Any development proposals for this site will be subject to the principles within this Masterplan Framework (as set out in the Local Plan site-specific policies).

Barnsley Council have undertaken preliminary technical work to help inform the initial masterplanning of the site. This document presents the conclusions of that work and explains how it has, alongside the public consultation feedback, informed the design process which has led to an Illustrative Masterplan concept.

The Local Plan can be viewed here.

The contents of this Masterplan Framework provides a clear set of assumptions to provide the certainty required to help make informed decisions about the scale and nature of future planning applications on the site. It is acknowledged that the Masterplan Framework is based on technical information available at the time of preparation and issues may emerge through further detailed technical work.

Any deviation from the Masterplan Framework arising as a result of further technical assessment will need to be clearly justified and agreed with the council at planning application stage.

Job Creation

The Masterplan Framework has been developed in the context of wider development being brought forwards within the Dearne Valley. This includes a package of measures within the Goldthorpe Town Fund, which is intended to be used to help attract jobs and economic investment to the area, improve the local street scene and attractiveness of the High Street, improve local housing and develop better transport links.

Together these investments will jumpstart Goldthorpe's role as a growth catalyst for the Dearne Valley and a thriving community where people choose to live, invest and excel. ES10 contributes to the wider objectives of the Goldthorpe Towns Fund through developing Goldthorpe and connecting Goldthorpe. The scheme will also be considered in its wider strategic road network setting and will consider the implications of bringing the scheme forwards on the network both inside and outside of the Borough.

The development of ES10 is a significant investment within the Dearne Valley. The site is estimated to deliver around 204,000sq m of employment space and associated landscaping and could support over 3,000 FTE roles. In addition to this figure would be associated constructions roles. The site is attractive to a number of different end users allowing for the creation of a wide variety of roles, hours and salaries.

Public Engagement

The Masterplan Framework has been subject to public consultation to enable residents and stakeholders to be involved and provide feedback on site specific draft plans and key issues including:

— Landscape character
— Biodiversity
— Heritage and archaeology
— Conservation area
— Land contamination and ground Stability
— Flood risk and drainage

Barnsley Council has also worked in collaboration with landowners, developers and land agents to develop the Masterplan Framework. Feedback from stakeholders and the public has been reviewed and taken account of in drawing up the final Masterplan Framework.

Section 2:

Site Location & Description

Site Location & Description

The Goldthorpe Masterplan Framework site covers Local Plan site reference ES10 and is located off the A635 west of the settlement Bolton on Dearne and Goldthorpe. The site is 72.9ha and measures approximately 1260m long and 900m wide.

The area currently comprises agricultural fields, the northern boundary of the site comprises the A635 Dearne Valley Parkway, is screened in part by mature trees and vegetation. The eastern boundary of the site faces the Aldi RDC and Goldthorpe Industrial Estate with the southeastern boundary facing existing residential properties. The western boundary is defined by mature hedgerows and trees beyond which is greenbelt. Field boundaries within the site are currently loosely defined by a series of semi-mature and matures hedgerows.

The site has a gently sloping topography running from north to south. The site gradients running down to Carr Dike from North and South allow for cut and fill to form generous level build plateaus.

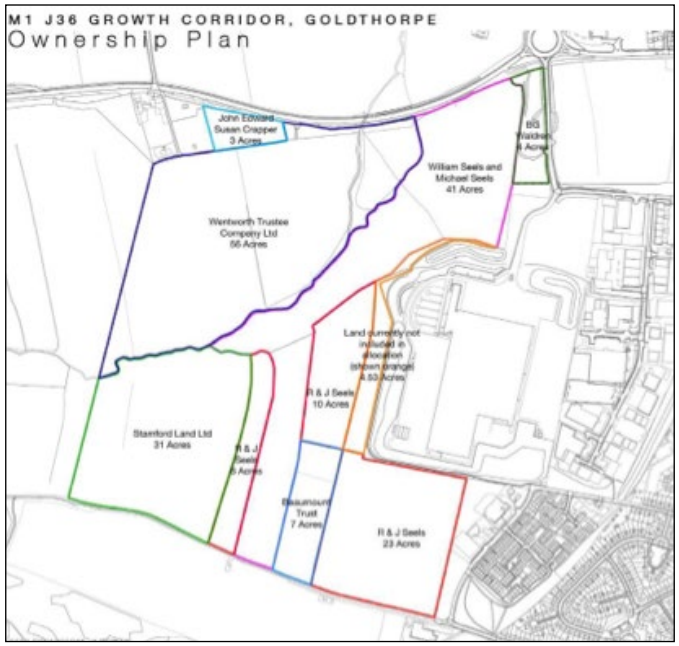
The boundary to the Aldi unit to the East is a simple post and wire fence and a public footpath with a green palisade fence to the Aldi ownership. The landscape to the Aldi warehouse is very strong to the South East where it is closest to adjacent residential and a school. The Western boundary to the green belt is not naturally de-marked. Carr Dike has good tree lines, to the North (upstream) of its confluence the beck running from the East. This beck and Carr Dike to the west are very sparsely lined with smaller trees. The Northern boundary to the A635 forms the Northern boundary of the site.

The road is raised above the site on an embankment of between 2 and 4m in height. This embankment is partly lined with roadside trees. Three sets of overhead cables run across the site. The public footpath running from A635 across the North East of the site does not currently appear to be well used.

At its southern boundary, the site borders Green Belt and The Mullins greenspace.Beyond this are the RSPB reserves Dearne Valley — Bolton Ings and Old Moor — which form part of the newly notified Dearne Valley Wetlands Site of Special Scientific Interest (SSSI). The site and beyond fall with the Nature Improvement Area — Dearne Valley Green Heart.

Land Ownership

There are multiple land ownerships within the Masterplan Framework. The plan below shows the land ownership parcels.



Section 3:

Planning Policy Context

Planning Policy Context

This chapter sets out planning policy (current at the time of writing) that has been considered in the preparation of the Masterplan Framework, and that should be considered by any future development on the site.

National Planning Policy Framework

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 124 of the NPPF makes specific reference to good design as a key aspect of sustainable development. The document sets out the three overarching objectives to achieving sustainable design, which are interdependent;

a) an economic objective — to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective — to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective — to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Local Planning Policy

The adopted Local Plan and policies map sets out how the council will manage the physical development of the borough on behalf of residents and businesses. This includes providing sufficient land in the right places to attract more businesses into the borough and to allow existing businesses to grow. The aim of this is to create more and better jobs to improve earnings and increase opportunities for local residents. It also aims to provide improved housing to meet existing need and the needs of future generations whilst at the same time protecting what is special about the borough. Following the adoption of the Local Plan, new and updated Supplementary Planning Documents have been adopted which contain advice for people applying for planning permission. The council use these to help make decisions on planning applications alongside the Local Plan.

Barnsley's statutory development plan consists of the following documents:

— **Local Plan**
— **Joint Waste Plan (prepared with Doncaster and Rotherham)**
— **Oxspring Neighbourhood Development Plan**
— **Penistone Neighbourhood Development Plan**
— **Cawthorne Neighbourhood Development Plan**

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Following the adoption of the Local Plan, new and updated Supplementary Planning Documents have been adopted which contain advice for people applying for planning permission. The council use these to help make decisions on planning applications alongside the Local Plan.

This Masterplan Framework document has been prepared in accordance with section 6.12 of the adopted Local Plan, and with specific reference to the site specific policy for the allocation (ES10), which states.

The proposed development consists of allocated sites ES10 which will deliver Employment Land. According to these policies, future development within the Goldthorpe site is set to;

- Protect and enhance biodiversity value and on the nearby Old Moor RSPB reserve and ensure that the development avoids impacts or incorporates effective mitigation measures.
- Provide a contribution towards improvements to biodiversity within the Dearne Valley Green Heart Nature Improvement Area;
- Include the creation of a habitat corridor (at least 8m in width) along Carr Dike and a sustainable drainage scheme to ensure that rainwater falling on the site is still able to drain into the Dike aiming to improve water quality;
- Improve the highway network to mitigate the impact of additional traffic generated by the development on surrounding roads and in particular effects on the A635 and other strategic road links to the A1/M and M1 motorways;
- Provide appropriate access to housing site reference HS51 from Billingley View through the south east corner of the site;
- Retain the existing woodland and hedgerows on the site periphery;
- Retain the section of hedgerow remaining in the north-west corner of the site;
- Avoid locating any built development in Flood zones 2 and 3;
- Safeguard the setting of the Billingley Conservation Area; Give consideration to Carr Dike and the connecting unnamed ordinary watercourse which run through the site;
- and Provide an air quality assessment to assess the impacts of traffic emissions within air quality management areas along the A635 and other strategic road links to the A1/M and M1. Any adverse impacts on air quality should be mitigated in accordance with policy AQ1.

Local Plan Policies

The table below provides a summary of the Local Plan policies that are relevant to the site and to which the Masterplan Framework has had regard to and against which future planning applications will be assessed:

Policy SD1	Presumption in favour of Sustainable Development
Policy GD1	General Development
Policy LG2	The Location of Growth
Policy E1	Providing Strategic Employment Locations
Policy E2	The Distribution of New Employment Sites
Policy E3	Uses on Employment Land
Policy ES10	Land South of Dearne Valley Parkway
Policy HS51	Site to the west of Broadwater Estate — requires appropriate access from Billingley View through the south east corner of site ES10
Policy T3	New Development and Sustainable Travel
Policy T4	New Development and Transport Safety
Policy T5	Reducing the Impact of Road Travel
Policy D1	High Quality Design and Place Making
Policy LC1	Landscape Character
Policy HE1	The Historic Environment
Policy HE2	Heritage Statements and general application procedures
Policy HE6	Archaeology
Policy GI1	Green Infrastructure

Policy GS2	Green Ways and Public Rights of Way
Policy BIO1	Biodiversity and Geodiversity
Policy GB1	Protection of Green Belt
Policy CC1	Climate Change
Policy CC2	Sustainable Design and Construction
Policy CC3	Flood Risk
Policy CC4	Sustainable Drainage Systems (SuDS)
Policy RE1	Low Carbon and Renewable Energy
Policy CL1	Contaminated and Unstable Land
Policy AQ1	Development in Air Quality Management Areas
Policy UT2	Utilities Safeguarding
Policy I1	Infrastructure and Planning Obligations

Joint Waste Plan

Joint Waste Plan Policy WCS7 – managing waste in all developments Ensures that development proposals seek to reduce the amount of waste produced during the construction and time of the project and re-use and recycle waste materials on site where possible. All development proposals (excluding minor planning applications) will be expected to produce a waste management plan as part of the planning application. For largescale development proposals such as this site, waste minimisation issues should also be addressed through the Environmental Impact Assessment (EIA).

Relevant Supplementary Planning Documents — Adopted 2019

Trees and hedgerows

Supplements Local Plan Policy BIO1 and offers guidance on how to deal with existing trees and hedgerows on development sites.

Residential amenity and the siting of buildings

Supplements Local Plan Policy D1 High Quality Design and Place Making. Sets out the design principles that will apply to the consideration of planning applications for non-residential buildings in proximity to existing residential properties.

Biodiversity and geodiversity

Offers guidance to those seeking to develop land which may have, or is in proximity to a site that has, value for biodiversity and/or geological conservation. Sets out how Local Plan policy BIO1 and GI1 on green infrastructure will be applied.It also provides further specific detail about the Dearne Valley Nature Improvement Area.

Planning Obligations

Introduces the topic-specific SPDs which seek section 106 contributions. This SPD sets out priorities for contributions. It makes it clear that where multiple developer contributions are required, those for schools and sustainable travel will take precedence.

Sustainable travel

This Supplementary Planning Document (SPD) primarily supplements Local Plan Policies T1 Accessibility Priorities, T3 New Development and Sustainable Travel and I1 Infrastructure and Planning Obligations and Seeks contributions for sustainable and active travel. Sets out the number of electric vehicle charging points to be provided by developments as a minimum.

Parking

This SPD offers guidance to developers, architects, agents and landowners considering submitting a planning application. It supplements Local Plan Policy T3 New Development and Sustainable Travel by setting out the parking standards that the Council will apply to all new development.

Sustainability and Energy

The council has declared a climate emergency (September 2019), with a strategy for the borough achieving zero carbon by 2045 (Zero 45). As the Council strives to achieve this goal, new developments will be asked to play their part and through further work, consideration will be given to the following measures:

- **Creating energy efficient well insulated buildings in order to reduce carbon emissions;**
- **Use of renewable energy sources (e.g. solar, wind, biofuels) for all or part of their energy needs to reduce carbon emissions;**
- **Sustainability standards such as BREEAM and CEEQUAL when designing developments;**
- **Implementation of sustainable drainage systems to safely deal with surface water run-off and minimise the risk of flooding;**
- **Identifying opportunities to incorporate space within new buildings to accommodate low carbon technology in the future, to ensure that new development is durable and adaptable;**
- **Recycling facilities;**
- **Identifying opportunities for green and solar roofs;**
- **Travel plans to encourage active and sustainable travel.**

Section 4:

Baseline Context & Analysis

Summary of Existing Evidence

An evidence base for the site was collated initially as part of the Local Plan Site Allocation process. A summary of these assessments can be found below:

Preliminary Ecological Appraisals
— Wildscapes (2013 and 2018),

Golden Plover Report
— Wardell Armstrong (2014)

Mining Report
— South Yorkshire Mining Advisory Service (2018)

D1 Transport Impact Assessment Report
— AECOM (2018)

Additional evidence has been commissioned to inform decisions relating to the masterplan framework — these include:

High Level Feasibility Report
— Edward Architecture (2019)

Goldthorpe ES10 Preliminary Ecological Appraisal
— Middleton Bell Ecology (2020)

Drainage Strategy and Prelimary Flood Risk Assessment — AECOM (2021)

In order to understand the existing evidence base for the site, a review of existing material and recent assessments have been undertaken. The review identifies where there may be implications for the Masterplan Framework and has informed the Constraints and Opportunities plans within this section.

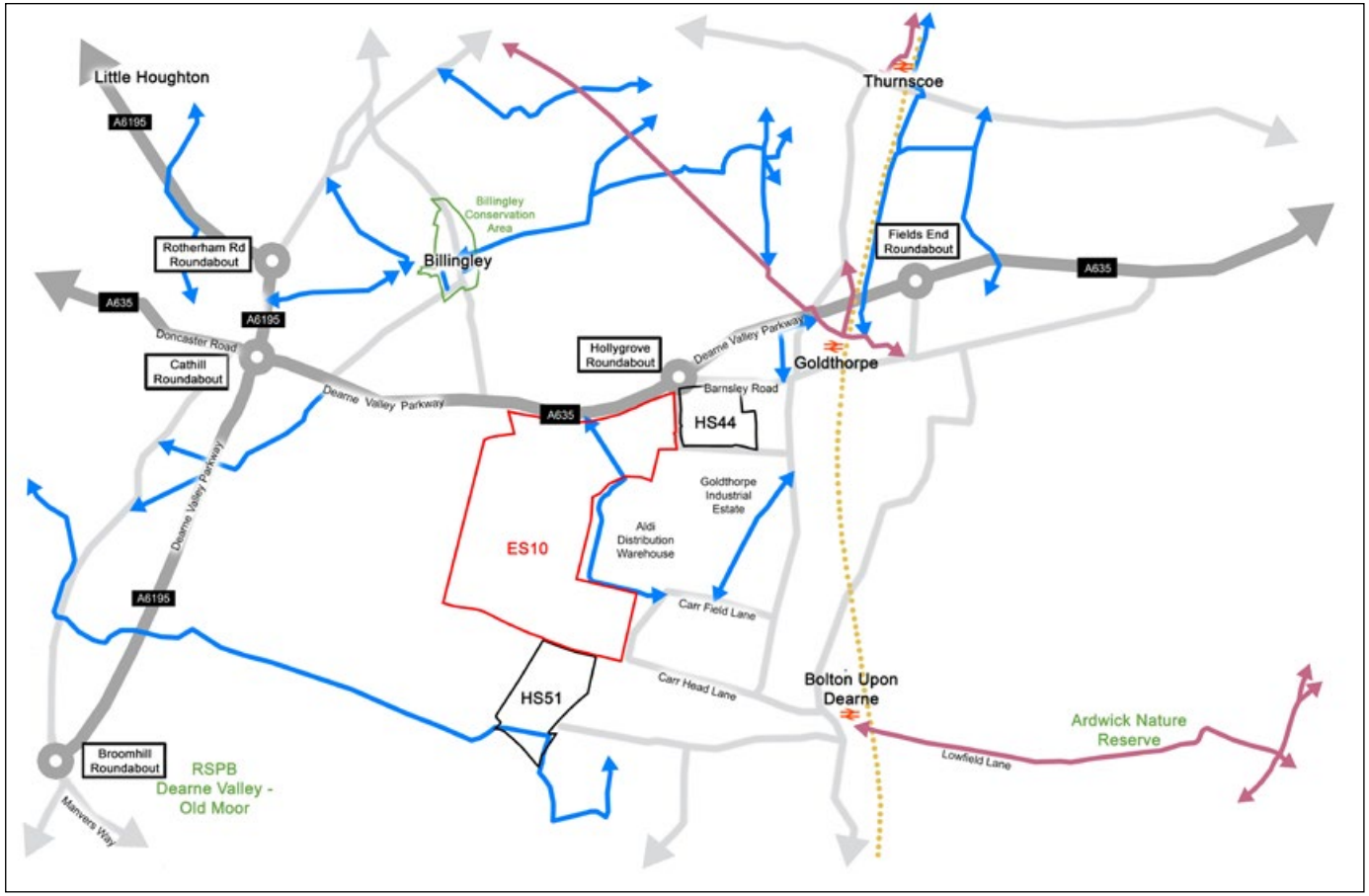
Sustainability and Energy Use

Sustainable development and reducing the borough's impact on climate change are the overarching principles of this Masterplan Framework in accordance with the Local Plan. The development of the Masterplan Framework has been assessed against the objective of securing sustainable development within Barnsley to meet its environmental, economic and social needs. On this basis the proposal will look to deliver the following qualities of sustainability:

- **An employment site with informal public open spaces all connected by public footpaths/cycleways;**
- **Protection and/or enhancement of the quality of natural assets including water and biodiversity;**
- **High-quality well-designed development taking into account local distinctiveness;**
- **Promotion of walking, cycling and public transport use in order to reduce car dependency;**

Transport and Movement — Public Transport Accessibility

Links, Paths & Roads:



Bus

The A635 (Barnsley Road) is a key bus route connecting the new employment land (ES10? with Barnsley, Rotherham and Doncaster town centres, as well 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.

Goldthorpe has been identified as the preferred location for a Parkway Rail station within the context of Transport for the North's (TfN) Northern Powerhouse Rail Strategy, as part of an improved connectivity link between Sheffield and Leeds. The station will provide a link to new national and regional rail network infrastructure, and a direct bus service between Barnsley and Doncaster as part of the SCR's Transforming Cities Fund package. Transport for the North's initial analysis estimates the local rail market could grow by 3,500 additional passengers per day at the station. Alongside complementary cycling and pedestrian infrastructure it can reduce residents' travel emissions and increase physical activity.

Active Travel

Barnsley Council has an Active Travel Strategy aimed at encouraging more people to walk and cycle in order to improve the quality of life. This includes improved connections to local train stations and enhancements of arterial routes including the A635 between Barnsley, the Dearne Valley and Doncaster. The successful implementation of the strategy will be particularly significant for the more deprived communities to the east of the borough where car ownership is lower.

Highway Network

The site is immediately south of the A635, which provides direct access to the A1M to the east and connects with the A6195 at Cathill Roundabout. This roundabout as well as Broomhill Roundabout and Wath Road Roundabout, which are further south on the A6195, have been recently expanded to increase their capacity. In part, this is due to the anticipated traffic generation from the ES10 employment allocation. The A6195 then runs west towards M1 J36 where there has been further investment to increase capacity on the network in recognition of further Local Plan growth within Hoyland Principal Town. These schemes were collectively funded by Sheffield City Region's Investment Fund.

Previous work has been undertaken to assess conditions on the existing highway network with a focus on the villages of Hickleton and Marr in Doncaster borough which the A635 passes through en route to junction 37 of the A1M. This work identified queuing on the side roads that join the A635 during peak times as a result of traffic volumes and the junction designs (e.g. absence of dedicated lanes for right turners).

Bypasses for the villages of Hickleton and Marr, within the borough of Doncaster, therefore remain an aspiration. Such a scheme would form the final phase of the Dearne Valley Regeneration Route (DVRR), construction of which began in the 1990s and now includes the Dearne Valley Parkway (which runs east to west from the Wath/Manvers area in Rotherham to junction 36 of the M1 at Birdwell), the Dearne Towns Link Road (which runs from Broomhill in the South to Shafton in the north) and the Goldthorpe Bypass. Given that traffic generated from this site would likely increase traffic volumes on the A635, the Council has been and will continue to work closely with Doncaster Metropolitan Borough Council and Sheffield City Region to support their work on the business case for a bypass.

The work completed to date demonstrates that Strategic Case for improving the DVRR is strong. It addresses the air quality and safety issues in Hickleton and Marr and unlocks further growth potential in the Dearne. However, the evidence also suggests that the route is relatively uncongested and delays affect the joining roads rather than the A635 itself. Accordingly, the Benefits to Cost Ratio for the DVRR is considered to be relatively low. This means that, based on the existing Department for Transport criteria, funding is uncertain. As such, the starting point for considering proposals to develop the ES10 site will be to establish whether air quality and safety issues through Hickleton and Marr can be addressed without a bypass.

More locally to the site, work has been completed to establish the preferred means of access, which is a new, 3 arm roundabout on the A635 with public money also earmarked to help fund the construction.

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 Highgate.

Ground Conditions

South Yorkshire Mining Advisory Service (SYMAS) 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 are known.

In light of the above, Coal Authority will be a key consultee for any future proposed development within the masterplan framework site.

Heritage

Billingley Conservation Area & Listed Buildings

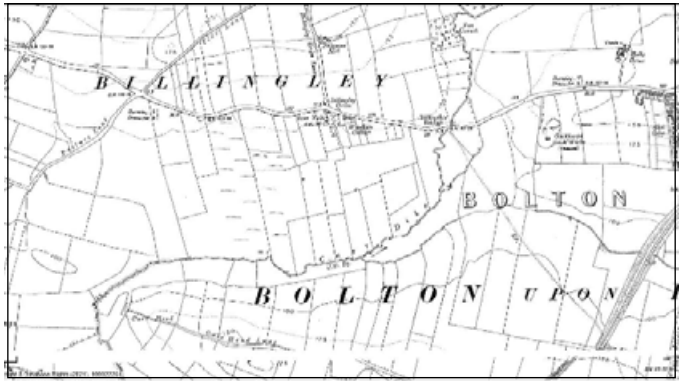
The maps below show how the area surrounding the site has evolved since the end of the 19th Century:

These demonstrate that urban expansion has predominantly occurred to the east and south east of the site. These more modern areas buffer the site from the original settlement of Bolton upon Dearne around St Andrew's Church and Bolton Hall.

1895

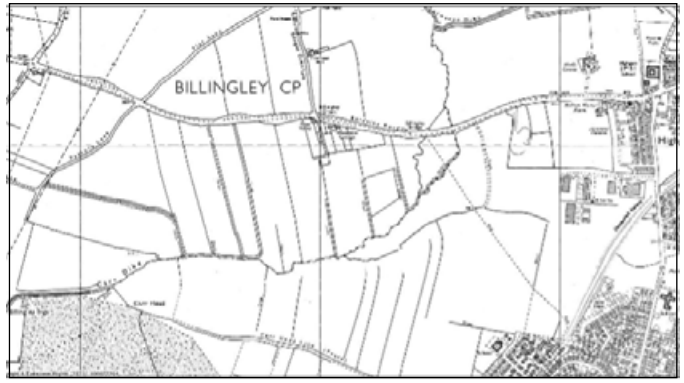
1920

1930



1948

1990



The nearest listed buildings to the site are situated in Billingley which is also a Conservation Area. There are a total of three Grade II listed buildings within the village; Billingley Hall, Poplar Farmhouse and Manor House. The Conservation Area includes almost all the buildings in the village. The only Billingley omissions are Hall Farm to the south-east of Back Lane, New Grange Farm to the north east of the village, Pond House and Primrose View to the south. Starting from the junction of High Street and Back Lane to the north of the village, the Conservation Area boundary runs east along the eastern side of Back Lane until the entrance to Hall Farm.

From here, the boundary continues west and crosses the junction of High Street, Back Lane and Flat Lane. The boundary runs along Flat Lane until Well Lane Court where it travels north and then west again along the rear of properties on the south side of Chapel Lane. After passing the western side of the Methodist Chapel the boundary continues north and then runs easterly behind properties to the north of Chapel Lane. When the boundary reaches the rear of the stables belonging to Fir Tree Cottage it travels north behind properties on High Street and their gardens before reaching the junction of High Street and Back Lane.

Billingley developed as a small farming village with two main farms located within a small hamlet of workers cottages and farmhouses most likely existing from the medieval period onwards. However, the farms moved into modern accommodation to the northern and southern edges of the village, leaving the original farm buildings in centre of the village empty.

The empty buildings were eventually converted and re-used through the creation of a planning agreement (section 52) in the early 1980s that also included the construction of some new buildings in the village. The original cottages, farmhouses and buildings that remain play a major part in contributing to the special historic character of the village.. Billingley is marked on a map of 1610 depicted within the then West Riding of Yorkshire in the Wapentake of Staincross. In 1804,

Billingley was described as having 800 acres of land, the proprietors of which were listed as Earl Fitzwilliam, Mr Micclewait, Mr Denton and Mr Pigott. It is clear that the village changed little over the next 100-150 years apart from some infill development from time to time. This was in contrast to surrounding settlements such as Thurnscoe and Goldthorpe whose populations expanded considerably from the late 19th Century onwards as new mines were sunk in the area to provide coal to the fuel industry, transport and housing throughout the country.

The impact of site ES10 on the character and setting of the listed buildings and conservation area were fully assessed as part of the Local Plan process during which the Local Plan Inspector concluded that the impact was acceptable.

Archaeology

Archaeological remains are believed to be present within the southern half of the site that has not been subject to open cast mining. Prior to any development within the site, it is recommended that further archaeological survey is undertaken, likely to comprise geophysical survey and trial trenching to assist in identifying below ground archaeological features. This information will help to inform the layout and design of the development.

South Yorkshire Archaeology Service (SYAS) should be contacted at the earliest opportunity to discuss the extent of works required.

Flood Risk and Drainage

The majority of the site falls within Flood Zone 1 and is therefore at low risk from flooding. However the north of the site falls within Flood Zones 2 and 3 and is therefore considered to be high risk of flooding from fluvial sources (rivers and streams). All planning applications over one hectare will require a Flood Risk Assessment which will be assessed by Barnsley Council and the Environment Agency. The Envrionment Agency may also require hydraulic modelling of the site, therefore early engagement is advised. Built development should be avoided within the areas identified as sitting in Flood Zone 2 and 3, however it may be appropriate to include such areas as parking areas or service areas.

Flood compensation areas may be required. In accordance with NPPF, SuDS should be a key feature within the development to manage surface water sustainably. Attenuation can be provided in a variety of forms and the incorporation of certain forms at this stage does not prevent the use of additional SuDS during the development of the design. The incorporation of additional SuDS within the plots such as green roofs, rainwater harvesting and bio-retention areas will reduce the size of attenuation features located downstream.

Landscape and Visual Impact

The 2016 Barnsley Borough Landscape Character Assessment, a review of the 2002 Landscape Character Assessment, defines the wider area within which site ES10 is located as a Settled Arable Slope landscape character type. This is a landscape type with a varied landform but which was considered to lack some of the other elements found within other character areas of the same landscape type. Strength of character was therefore deemed to be moderate. In addition, primarily due to the intensive farming, landscape condition was deemed poor. The 2016 study reviewed the changes since 2002 and concluded that strength of character remained moderate and that landscape condition is poor.

The 2016 study also concluded that, in respect of sensitivity and capacity, none of the changes since 2002 altered the conclusion that the character area has medium sensitivity and medium capacity to accommodate built development in areas of landscape decline that are less visually sensitive.

The study went on to assess three settlements within the area for their potential to accommodate built development. These were:

- **Land to the south west of Great Houghton**
- **Thurnscoe**
- **Goldthorpe-Bolton Upon Dearne.**

The study discouraged development to the east and south of the settlement in order to conserve the setting of the River Dearne and landscape character areas C2 Lower Dearne Lowland River Floor. In addition, it considered that development along the western edge would negatively influence landscape character of the area by threatening the intact nature of farmland through further encroachment onto exposed arable land. In the absence of alternatives, the study therefore identified an opportunity for growth on land south of the A635, which culminated in the allocation of site ES10.

Green Infrastructure

The council recognises the major contribution that the natural environment will make in realising our economic ambitions.

The decline of traditional industries and the associated economic, social and environmental consequences combined with the impacts of climate change has presented and continues to present challenges at a local, national and international level.

In Barnsley, local landscapes have evolved in the last twenty years, and through careful planning, development sites have been built in line with clear plans and policies to maintain and reshape the surrounding green areas. The local environment will always be a priority and it is important to consider the vast quantities of brownfield land that have been returned to Green Belt. Local to Goldthorpe, the greening of the post-industrial landscape has seen the creation of public open space where former pit stacks once were; this includes Goldthorpe Colliery, Land North of Old Moor and Barrow Colliery to name a few.

The Green Infrastructure Strategy for Barnsley includes four strategic objectives:

Objective 1: To accelerate sustainable economic growth

- By increasing the attractiveness of brownfield and employment sites for commercial investment either as new build or estate refurbishment
- Increasing and sustaining a high quality employment offer with a series of on-site open spaces, water bodies, footpaths and landscaping as appropriate
- Creating new parks, open spaces and landscaping to increase the attractiveness of new housing and employment land for investment
- Enhancing the appearance of the public transport hubs and services to promote walking and cycling as journeys to work
- Stimulating investment by creating attractive environments and improving image
- Promoting nature and activity-based tourism
- Encouraging better use of the River Dearne, Don and Dove

Objective 2: To adapt to and mitigate climate change by:

- Using woodlands and peat to increase the Borough's natural carbon storage capacity
- Increasing tree canopy cover on streets and in the public realm-to provide more share, moderate urban temperatures and reduce surface water run-off
- Maintaining, and where possible increasing, the amount of vegetation cover in urban areas to reduce surface water run-off and increase the cooling effect-e.g. favouring green roofs and green walls in new and refurbished buildings, minimising the use of non-porous surfacing in the public realm and in garden materials and when existing buildings are refurbished
- Creating more areas of open water and water features to increase cooling.
- Increasing the use of Sustainable Drainage Systems (SUDS) to provide storm water attenuation and reduce flood risk.
- Identifying opportunities to undertake river restoration projects, reinstating natural flood plains to create wetlands and flood storage areas.
- Reducing carbon emissions by encouraging people to make local journeys by cycle and or on foot.
- Adopting measures which enable wildlife and habitats to adapt to climate change and maintain biodiversity.

Objective 3: To improve access, movement and connectivity with sustainable travel and secure healthy communities and well-being by:

- Increasing the quality and accessibility of natural green space, walkways and cycleways
- Increasing the use of natural green space, walkways, and cycleways
- Providing spaces for play, sport and relaxation — promoting physical and mental health and well-being.
- Fostering links between sites such as parks to create continuous green routes within and between communities
- Making use of natural features such as the rivers to create visual gateways on the strategic transport network

Objective 4: To protect and improve countryside and natural environment by:

- Increasing the areas of high biodiversity value
- Developing a network of multi-functional green spaces
- Conserving and enhancing the priority species and habitats identified in the Biodiversity Action Plan.
- Reducing habitat fragmentation through the creation, extension and restoration of priority wildlife habitats.
- Further enhancing the Borough's designated wildlife and geodiversity sites and ensure all 'Local Wildlife Sites' are in positive management.
- Maintaining and improving the condition of water bodies across the Borough.
- Increasing the use of SUDS drainage techniques to enhance water policy.

The role of green infrastructure in helping to attract greater levels of investment and improving the economic performance of the local economy (in terms of workforce productivity, tourism development, and overall 'place' branding) is increasingly recognised. The creation of new green infrastructure is seen as a critical element of new development; new assets that create economic, social and environmental value together with helping to reduce the long-term costs to the borough of responding to climate change.

A significant amount of research has been undertaken at an international scale as to the many sustainability benefits of investing in green infrastructure; the returns from investing in green infrastructure can be calculated in economic, social and environmental terms. There is a growing body of evidence that demonstrates that investment in structural planting on and around key business locations and transport routes helps improve the attractiveness of new development sites to indigenous and inward investors. The adoption of high quality environmental standards in commercial developments is key to the appearance of the schemes if the aim is to attract and retain valuable tenants.

New highways and public transport works provide another opportunity to deliver significant structural planting, cycleways, open spaces and habitat creation through balancing ponds for example. Quality and multi-functional green infrastructure provision not only helps to mitigate the visual impact of the schemes but also enhances its attractiveness to users and adjoining communities. There is also an opportunity to utilise green infrastructure to promote development through advance structural landscaping on the site; at key gateways and along key transport corridors to improve attractiveness.

Ecology

ES10 is located approximately 550m north of Bolton Ings and 1km north of Old Moor wetlands, both of which are included in the RSPBs Dearne Valley reserves.

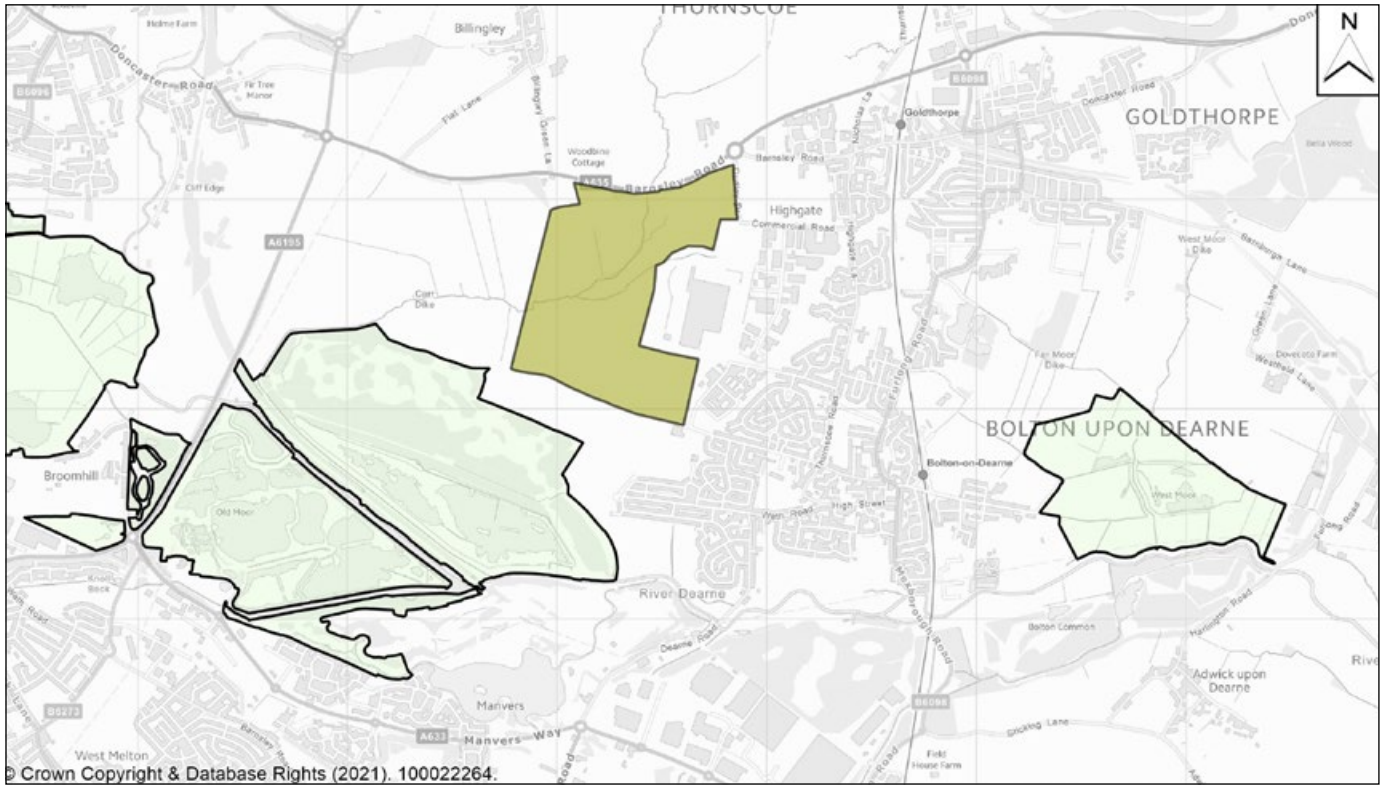
The Dearne Valley supports nationally important assemblages of breeding birds of lowland damp grassland, lowland open water and their margins and scrub, plus nationally important numbers of some individual species of breeding water birds. Carr Dike acts as a hydrologic and terrestrial habitat connectivity between the site and these wetlands.

During the development of the Barnsley Local Plan, the council worked closely with partners including the RSPB, Natural England and the Environment Agency to understand the ecological sensitivities of the site. By doing so, the council was able to satisify itself and partners that the site is suitable for development.

On the 13th May 2021, Natural England notified designated land to the south of the site, known as including Bolton Ings, Old Moor and the reclaimed spoil heap known as The Mullins or Bolton Tip as a proposed Site of Special Scientific Interest (SSSI). It is anticipated that the SSSI will be formally designated in the foreseeable future.

Natural England have confirmed that they are aware of the development proposals of ES10 and do not consider the designation to prohibit development subject to satisfactory mitigation proposals.

ES10 & SSSI Locations



The site also falls within the Dearne Valley Green Heart Nature Improvement Area which formed in 2021 includes parts of Barnsley, Doncaster and Rotherham boroughs. The Dearne Valley Green Heart, covers a large area to the south and east of the borough. A partnership for the Nature Improvement Area (NIA) was formed with the overall aim of restoring and enhancing the ecological networks of the river, its floodplain, and its link to habitats on surrounding slopes and hills.

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. The most ecologically valuable habitats on site are considered to comprise Carr Dike, associated ditch network and the broadleaf woodland bordering this watercourse. Away from the ditch network, the northern section of the site in particular, supports a number of hedgerows, some of which are classed as species rich. The hedgerow denoted by TN9 is classified as Important under the Hedgerow Regulations.

Additional hedges within the site area include a mix of species-rich and species poor, intact examples and some defunct examples, however, this network provides a measure of ecological connectivity through the site away from Carr Dike. The dike has previously been diverted resulting in a steep sided profile which constrains it's suitability as a habitat for a wider range of species. Some sensitive reprofiling and diversions to allow for a more suitable profile may therefore be desirable to allow a more robust ecological corridor required by policy ES10, which will contribute to achieving a minimum 10% Biodiversity Net Gain.

Barnsley Council's Biodiversity and Geodiversity Supplementary Planning Document specifies that within the NIA, specific biodiversity enhancements over and above the minimum mitigation/ compensation measures are required. This document states that major developments are expected to incorporate full-site biodiversity measures including comprehensive sustainable drainage systems and landscape schemes. Such sites will be expected to provide connectivity throughout the site and link to sites and features outside the site.

As part of the Local Plan process, a number of ecological surveys were undertaken, which indicated that the site was attractive to Golden Plover (a red-listed native bird species of conservation concern) for overwintering. 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. It is not clear why the site is not used as a longer term studywould be required to establish , however it is postulated that the general population declines in the locality may be linked to a shift in behavioural preference towards coastal/ estuarine habitats, especially in association with the Humber estuary.

A more recent Preliminary Ecological Assessment Report (June 2020) was undertaken by Middleton Bell Ecology and has assessed the site for the presence of a number of species including bats, birds, otters, water voles and reptiles.

Bird surveys have shown the study area is used by at least one of the notable bird species present on RSPB Old Moor. During summer 2020 marsh harrier have been observed nesting at Old Moor, and this constitutes a first breeding record for this species within Barnsley. An adult male marsh harrier from this breeding pair has been recorded foraging over the ES10 site on a daily basis recently. The species is a Schedule 1 protected species under the Wildlife & Countryside Act 1981. This observation demonstrates that the site is likely to be used as a wider dispersal and foraging area by birds using RSPB Old Moor and the other Dearne Valley wetlands.

The survey also revealed that Bats currently appear to make most extensive use of Carr Dike and the site's hedgerow network. The main impacts on this faunal group would result from any severance of these features, most notably including Carr Dike. This species group would also be sensitive to any increase in artificial lighting across the dike and to a lesser extent any retained hedgerows. In turn, this limits the areas where Carr Dike could potentially be diverted to provide a more suitable profile and habitat for other species (e.g. the stretches where trees are absent)

The site is used by a wide range of more generalist bird species and other animals, such as hedgehog and rabbits. The majority of generalist wildlife species are likely to rely on Carr Dike, site hedgerows and other semi-natural habitats for foraging and travelling through the site. As with bats, negative impacts on many of these species may be avoidable. The ecological assessment has confirmed that the absence of Great Crested Newts within the site.

The ecological assessments have informed the layout of the development. The retention of Carr Dike and 8m buffer zone will act as an ecological corridor providing connectivity through the site to the off-site water attenuation pond which will also be designed as a biodiversity habitat.. As per ES10 site policy, the masterplan framework will look to retain as many areas of significant ecological value as possible whilst recognising that there may be some instances where this in not practicable. In these instances ecological mitigaton will be required.

Biodiversity Net Gain (off site complement SSSI)

The impact of the development has been assessed and an appropriate overarching Green Infrastructure strategy developed that ensures any harm is addressed through suitable mitigation measures to achieve an overall biodiversity net gain of at least 10%. Future planning applications will be required to justifiy any loss of existing habitat and provide a clear strategy for mitigation and/or compensation where the loss is unavoidable.

Biodiversity Net Gain may be delivered both on site and off -site within an area agreed with the council. Given the constraints to the site, it may be more appropriate to deliver the majority of this off-site to achieve more robust habitat creation. The off-site attenuation pond to the west of ES10 could offer significant BNG increases and complement the SSSI to the south of the site and RSPB sites. The pond would be of a scale that would allow valuable habitat creation and have the potential to become an additional area for birds. It may be possible to allow public access to the pond with agreement of the landowner.

Noise

The site borders existing industrial uses to the east of the site, open land to the south and west and the A635 to the north. The nearest receptors to the site include a small cluster of residential dwellings fronting the A635 and bordering the site at its north eastern corner. The road is responsible for the vast majority of the existing background noise levels and this would have to be accounted for when undertaking noise assessments to support future planning applications.

To the south east of the site, the site borders Dearne Community Children's Centre and Heather Garth Primary Academy on Billingly View, beyond which are residential properties. Another primary school (Lacewood) is located to the south off Carr Head Lane and on a vacant strip of land between Lacewood School and Dearne Community Children's Centre, planning permission has been granted for a small residential development. To the west of Lacewood School, land is allocated for residential use (ref HS51), with approximately 279 dwellings expected to be provided an accessed from Billingley View through the south east corner of site ES10.

These areas experience some background noise from the existing industrial estate but without an appropriate site layout and mitigation there is potential for adverse noise impacts as a result of the development and operation of the ES10 site.

Accordingly, careful consideration should be given to the relationship between proposed employment units and existing residential and school buildings. Future planning applications should include relevant assessments to demonstrate an acceptable level of residential amenity and consider appropriate mitigation measures, including landscape buffers.

Air Quality

In recognition of emissions from road traffic on the section of the A635 between the ES10 site and the A1M, Doncaster Council have declared air quality management areas within Hickleton (AQMA 7) and Marr (AQMA 7A). Whilst these are outside of the Borough, development of the ES10 site will generate new trips on the A635.

Designation of an AQMA does not means that there should be no new development within the area but does mean that greater weight will be given to the impact on air quality and mitigation.

The impact of the development cannot be fully modelled during the master planning stage as a wide variety of end users may occupy the site. However, this will have to be undertaken alongside a Transport Assessment to assess the cumulative impacts of the whole development as per the delivery strategy accompanying this Framework.

Utilities

Aecom services capacity advise from statutory authorities as at May 2019 based on assumptions for the end use of the site was as follows:

Aecom services capacity advise from statutory authorities as at May 2019:

Electrical Infrastructure

Based on warehouse/distribution (B8) uses, the estimated electrical load is 5,900 kVA, which is split down between the 3 plots as follows:

- Plot 1 : 1,011 kVA
- Plot 2 : 1,646 kVA
- Plot 3 : 3,237 kVA

In addition to the above, consideration will also need to be given for future adoption and integration of new sustainable technologies, including electric charging points as identified with the Sustainable Travel SPD.

There is currently an overhead line running across the proposed development site, this line will need to be diverted as part of any future works. Northern Powergrid has provided us with the following budget estimates:

Northern Powergrid has provided us with the following budget estimates:

- Cost to provide the connection to the development = £1,760,000 (excluding VAT)
- Cost for division works at the development = £350,000 (excluding VAT)

Gas Infrastructure

Use of Gas within the development should be seen as a last resort only after exclusive use of renewables has been comprehensively explored. Based on warehouse/ distribution (B8) units, the estimated gas load for the development is 12,883 kW, which is split as follows::

- Plot 1 : 2,159 kW
- Plot 2 : 3,581 kW
- Plot 3 : 7,144 kW

No reinforcement works are currently required to the existing gas infrastructure around the site. At the time the report was commissioned, the budget estimate to provide a connection to the development was £272,894 (excluding VAT).

Water Infrastructure

Based on warehouse/distribution (B8) units, the estimated water demand for the development is 15 l/s (potable water only). This is split between the 3 plots as follows:

- Plot 1 : 2.5 l/s
- Plot 2 : 4.0 l/s
- Plot 3 : 8.0 ls

Due to the size of the plots water supplies would be required for firefighting purposes, if fire hydrants were fed directly of the mains supply then a flow rate of between 50 — 75 l/s would be required. If this flow rate is not available a minimum flow rate of 25 l/s would be required to feed the sprinkler tanks on the plots.

Within the ES10 site area, there may be a requirement for diversions of existing gas, electricity and water mains, these will need to be reviewed at the detailed stage.

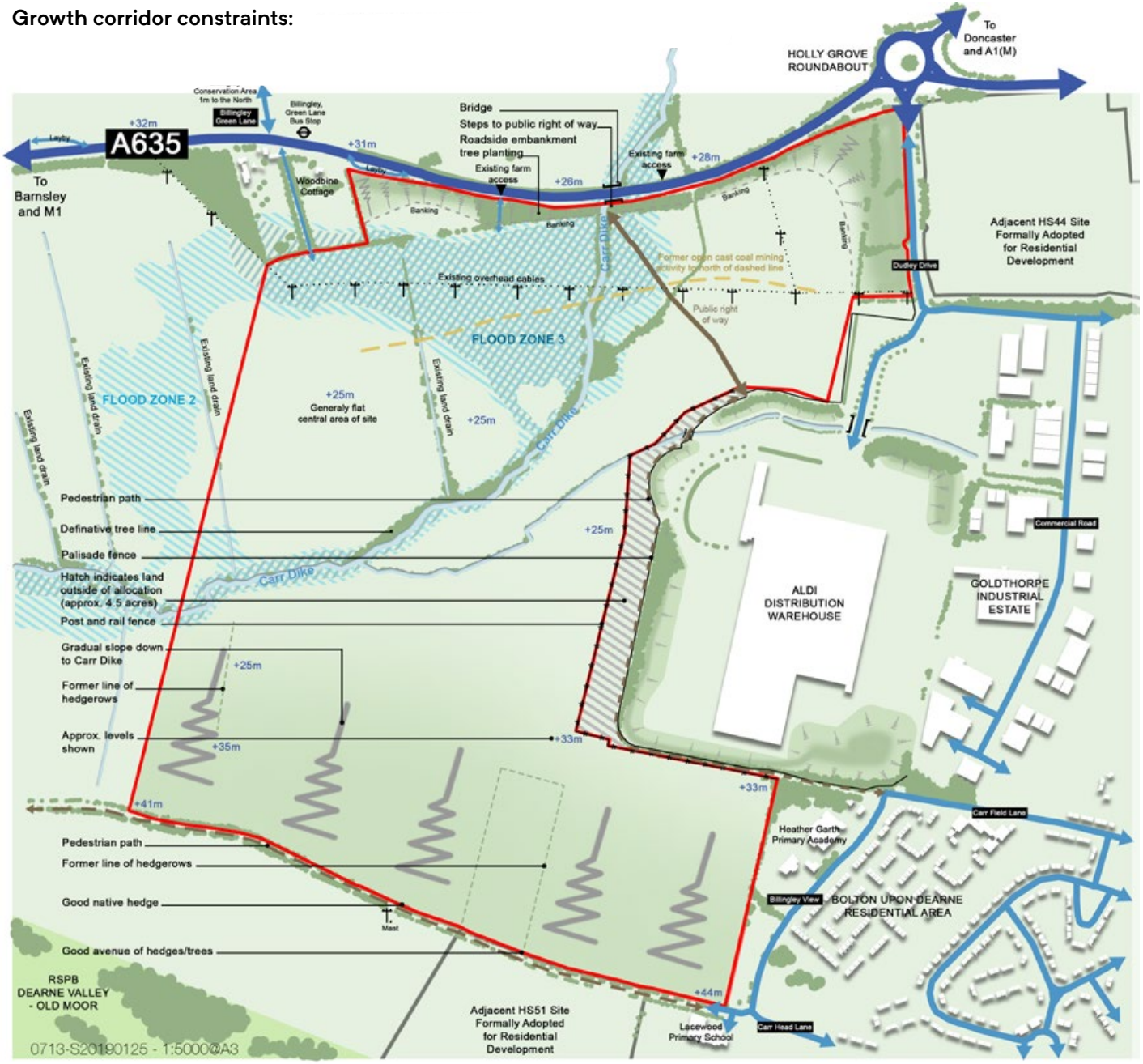
These assumptions will almost certainly have changed by the time a planning application is submitted and so these will need revisiting as per the delivery strategy accompanying this Framework.

Constraints

The constraints plan has been informed by the assessment of the baseline context. Constraints are considered potential limitations to development and has the potential to influence how a development is designed and evolves through the process. The main constraints identified include:

- **Gently sloping valley site**
- **Affected by flood zones 2 and 3**
- **Ecology and trees around Carr Dike and tributaries (8 metre 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 distance views north, west and south**
- **RSPB Dearne Valley, Old Moor to south west Sub-sites of the newly-notified SSSI to the south west — The Mullins/Bolton Tip, Bolton Ings and Old Moor**
- **adjacent Green Belt to the north, west and south of the site**
- **relationship to adjacent future housing sites (residential amenity)**

Growth corridor constraints:

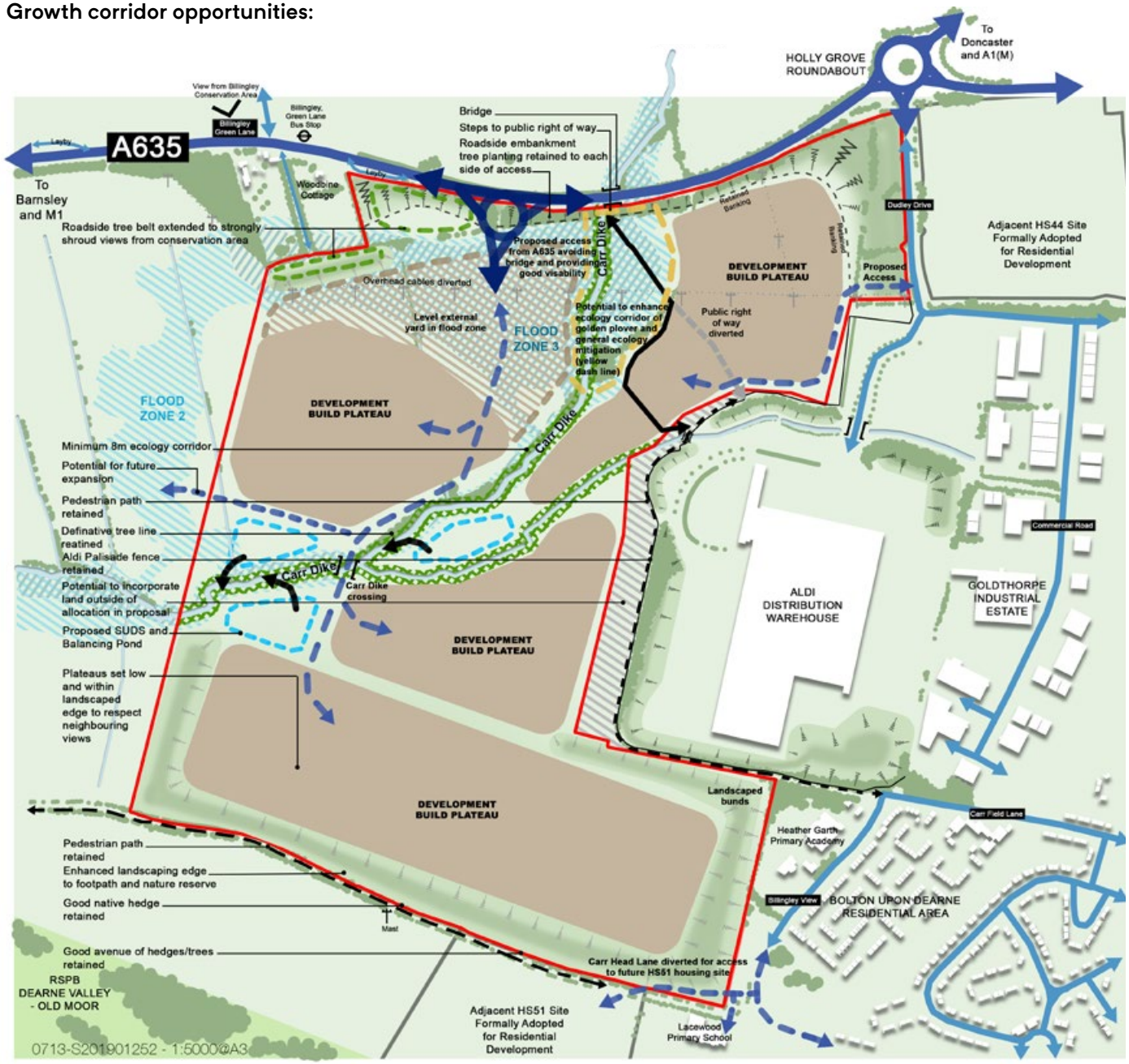


Opportunities

The main opportunities identified include:

- Natural site split around Carr Dike ecology corridor
- Large level development plateaus achievable with cut and fill and bunding
- New roundabout access from A635 serving north, west and southern sections
- Opportunity to extend and improve A635 roadside tree belt either side of access
- Levels bunding and treescapes can mitigate views from Billingley Conservation Area to the north
- Enhance ecology areas and wetland drainage
- Opportunities to enhance agricultural conditions on retained fields attractive to golden plover
- Provisions for access to adjacent site HS51

Growth corridor opportunities:



Section 5:

Design Evolution

Goldthorpe Masterplan Framework

Design Evolution

From the outset the overall vision has been to create an attractive, deliverable, sustainable, high-quality employment site which will provide for the town and the wider Dearne Valley.

The 73 hectare site will be a high-quality employment-led development comprising of general industrial, light industrial and warehousing and distribution units along with associated office space and associated infrastructure (current and former B Use Classes).

The development 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.

The following objectives will be used to guide future development proposals within the site to ensure that well designed, sustainable, energy efficient development is brought forwards.

- Deliver cohesive Green Infrastructure, which links to existing footpaths, and provides a recreational resource for future workforce and existing residents in the Dearne Valley.
- Create new habitats to maximise opportunity for biodiversity.
- Provide development in a sustainable location that supports the vitality and viability of Goldthorpe District Centre and with good accessibility to public transport provision.
- Develop energy efficient development
- Create a robust green belt boundary.
- Provide visual mitigation to existing developments within Bolton on Dearne and Billingley.
- Integrate development into existing settlement without detriment to the wider landscape character.
- Maximise opportunities for active travel and access to wider green spaces

Consideration of Alternative Options

In response to the public consultation exercise a number of the landowners have produced an alternative site layout that proposes to divert a larger section of Carr Dike and to remove the central woodland in order to create a larger development plot for a first phase of development. This is not the preferred option within the masterplan framework as the harm to biodiversity is deemed to be avoidable.

Nonetheless, it is recognised that whilst the Local Plan policy and the masterplan framework are the starting point for determining a planning application, landowners and developers are entitled to submit planning applications as they see fit. Whilst the Council would be entitled to refuse such applications, without prejudice to any future decision, it is considered prudent within the Framework to set out expectations should a landowner or developer submit an application for a proposal similar to the layout they prepared in response to the consultation exercise.

The following diagram shows the layout with the roundabout moved to the east closer to Carr Dike:

In turn this produces a requirement to attenuation run off from higher ground on land to the north of the A635, which is anticipated to change the extent of the flood zone on the south side of the A635. The layout also incorporates a wider biodiversity corridor than the preferred option as the increased net developable area of the first plot means less net developable area is required from subsequent plots in order to achieve desired economic outputs (e.g. job creation).

Significantly, because this alternative option creates some avoidable harm it is deemed that it would need to be accompanied by a scheme for much greater biodiversity net gain than the 10% associated with the preferred option. This would entail additional habitat creation off site utilising land within the ownership of at least one of the landowners as well as working with partner organisations responsible for the wetlands the make up the SSSI. The landowner and land promoter have suggested that a much higher biodiversity net gain could be achieived in this way and as this so substantially exceeds to 10% net gain associated with the preferred option, consideration would be given to this as part of a potential alternative option.

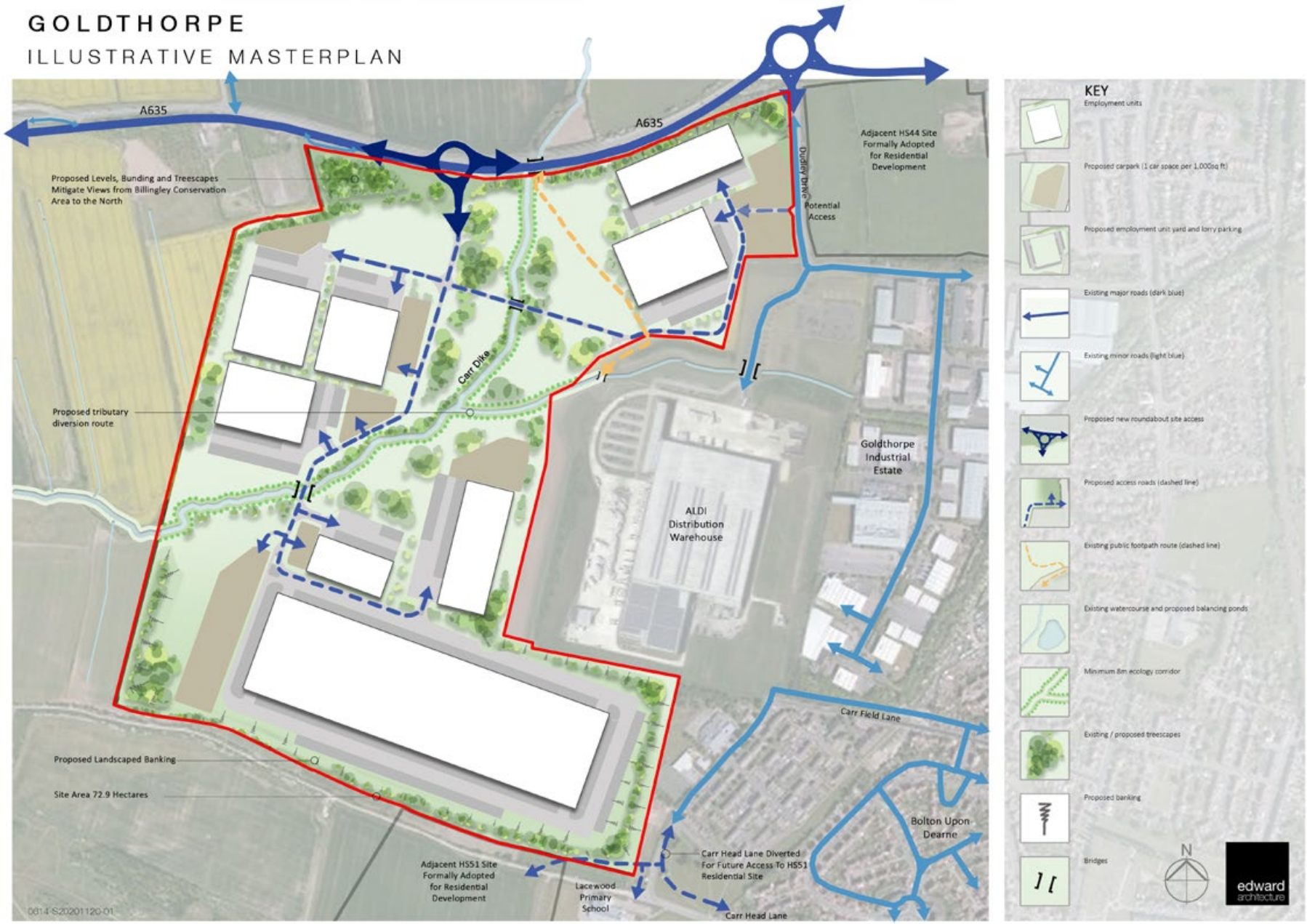
Section 6:

Masterplan Framework

Goldthorpe Masterplan Framework

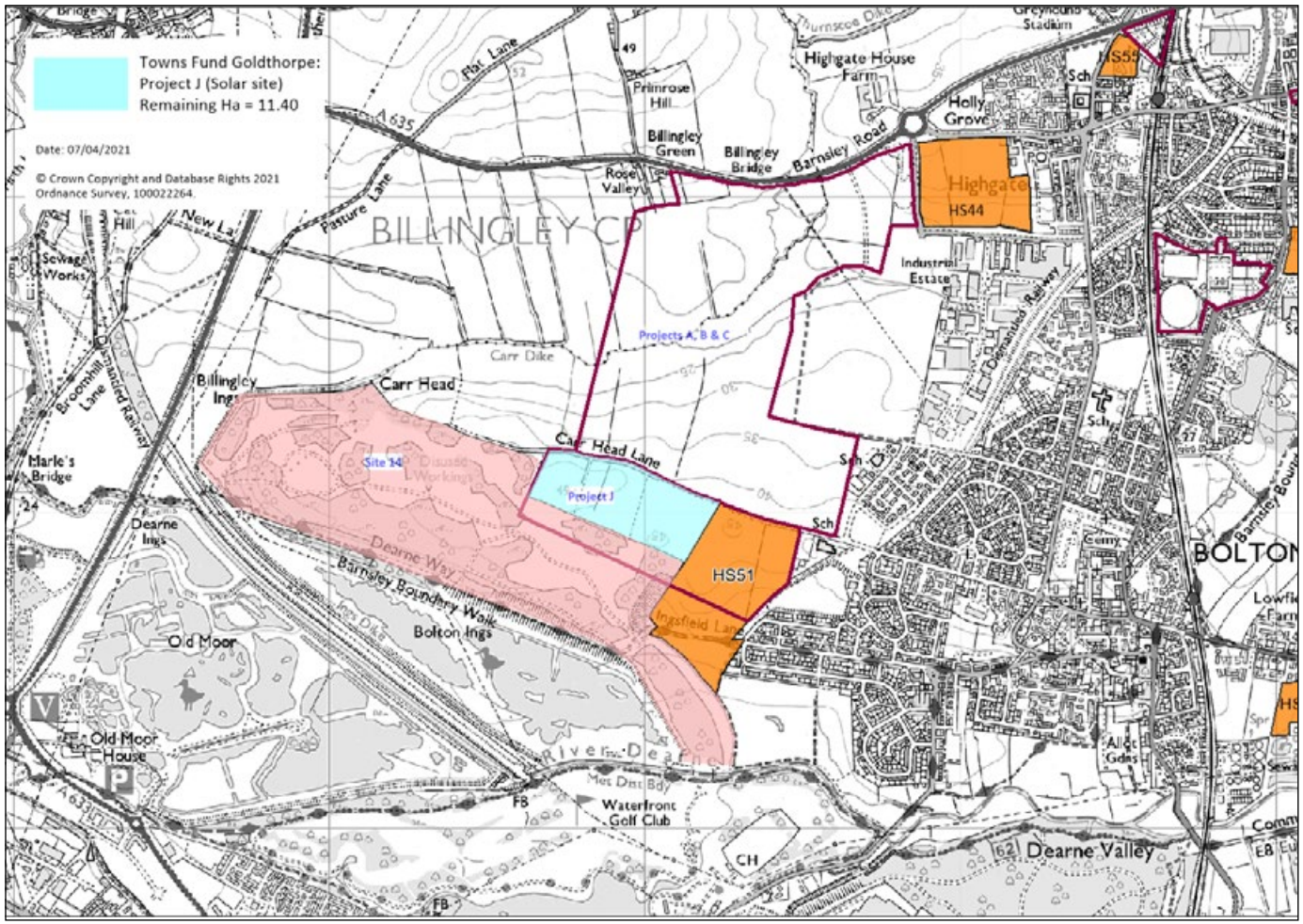
The Il

GOLDTHORPE
ILLUSTRATIVE MASTERPLAN



Based on this illustrative layout it is anticipated that the site could provide around 204,000sq m of employment space and associated landscaping and could support over 3,000 FTE roles.

On Council-owned land to the south of the employment site, there is the potential for a large solar farm to supply power to the site, the profits from which could be reinvested into green initiatives in the area (including a potential future jobs facility) aligning with the local strategy of becoming a zero-carbon borough by 2045. There is opportunity for a circular economy approach; locally generated power supplying the new businesses with the profits invested into the further green development of the area.



Key Masterplan Principles & Requirements

Placemaking / Urban Design Framework

Critical to the success of the masterplan framework is the delivery of good design. Design measures can create a sense of place and distinctive built environment can create identity. The future detailed design as part of planning applications will consider the arrangement of buildings and positioning of landscaping to consider effects on existing views, and treatment of new key views. The objective is to deliver a distinguishable and recognisable employment site to give employees and visitors a positive experience.

The Goldthorpe Masterplan Framework is underpinned by an evidence base informed by assessment and evaluation in a number of areas. The masterplan framework document has been an iterative process and has evolved through close collaboration with the project team, key stakeholders and landowners.

The design responds to the identified Constraints and Opportunities and where possible incorporates feedback received during the consultation period.

As shown on the illustrative masterplan drawing, the site will be developed into a series of plateaus which will be capable of hosting plots of varying sizes. This will largely dictate the end use, with larger plots being more suited to larger storage and distribution units, and smaller plots lending themselves to manufacturing units and office space.

Units will be within a landscaped setting, with ornamental planting around parking areas, and opportunity for external seating areas. Significant areas of structural landscaping will be provided around the perimeter of the site and larger units, to help them assimilate with their surroundings. Tree planting will provide a robust Green Belt buffer to the western edge of the Masterplan Framework area, whilst a green wildlife corridor will run through the site providing informal greenspace and an active travel route through the site.

It is crucial that the employment units are sympathetic to the surrounding natural landscape and complement the local area. New development should not seek to take design cues from existing employment buildings where they contrast with the natural landscape. Proposals should seek to enhance the distinctiveness of the area. Service yards should not be dominant features from the Dearne Valley Parkway or existing residential areas. Careful consideration should be given to the security of employment units and service yards so that security fencing does not detract from the overall development. Developers will also need to consider ecologically sensitive lighting in order to minimise harm to residents and biodiversity.

Employment Character

Employment development is characteristic of the immediate site surroundings. Development to the west of the site includes the ALDI Regional Distribution Centre and the Goldthorpe Industrial Estate comprising small scale manufacturing units. Within the wider area there are a number of large units particularly alongside the A6195 Dearne Valley Parkway. Notable buildings include:

- **ASOS building at the former Houghton Main Colliery site**
- **Symphony Building on the Ferry Moor former open cast coal mining site at Grimethorpe**

The surrounding industrial and distribution units are typically built with brick walling and clad in combination of greys. There is some landscape planting within the industrial estate which is effective at providing screening when driving down Commercial Road and from the residential areas. In order to address wider design and placemaking considerations whilst maximising the commercial attractiveness of the site, the development needs to go beyond the character of Goldthorpe Industrial Estate and some of these more recent developments.

The design of building elevations should consider how they will be viewed with grey and blue cladding considered where buildings are likely to be seen against the sky along with the use of natural colours to complement the surrounding environment.

Active façades should face onto the access road running through the site, whilst service yards and loading bays should be situated in areas that are less visually prominent and away from existing residential properties.

Scale & Massing

Given the various site constraints there is no risk of massing being a significant issue if development adheres to the indicative layout within this Framework and the site is capable of accommodating buildings ranging in scale. The site does sit on relatively low lying land such that there is potential for slightly taller buildings than on other major employment allocations in the borough. Nonetheless, to ensure landscape and visual impacts are acceptable, it will be necessary to ensure that building heights are commensurate with their footprint. Accordingly, buildings should not therefore exceed 15m to the highest point where the footprint is 20,000sqm or less and should not exceed 18m to the highest point where footprints are over 20,000sqm.

Residential Character

To the south-east of the site allocation, is the residential area of Bolton upon Dearne. Housing within the immediate area along Billingley View follows a Radburn style layout, comprising two storey semi-detached and terraced properties.

Development within the southern part of the site will need to be carefully considered to ensure that the heights of proposed buildings are carefully considered with well thought out landscaping. A development of 16 eco homes is currently being built at Billingley View by Barnsley Council and will be available for an affordable rent. Acoustic fencing will form part of the boundary treatment. A further housing site (HS51) is allocated in the local plan with an indicative yield of 300 dwellings. The south east corner of ES10 will be required to provide access into the HS51 housing site.

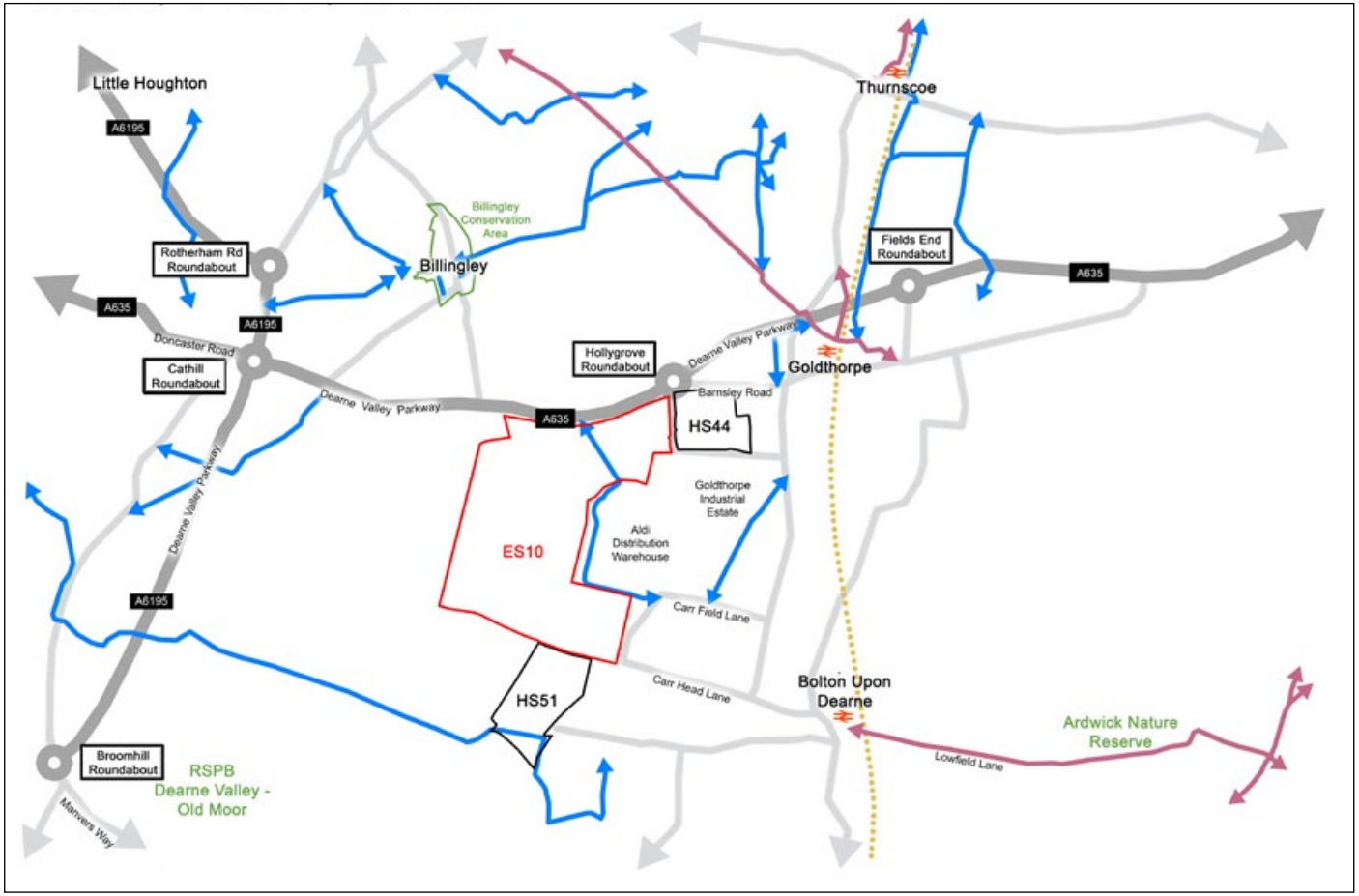
To the north of the allocation, are several stone built cottages, which front onto the A635 with rear gardens facing the employment site. These dwellings will be particularly sensitive to employment development. Landscape screening will be required in this part of the site to minimise impact on existing residents.

Beyond this, to the north of the site, Billingley overlooks the development site. Although dwellings tend not to face directly over this site, planting will be required along the frontage of the site to screen the development from longer views.

As part of any future planning applications, a Landscape and Visual Impact Assessment (LVIA) will be required. The scope of this work will need to be agreed with the Council to ensure that all residential receptors are considered.

Sustainable Movement Framework

Growth corridor, links, paths, roads:



KEY

- Site
- Primary Route
- Secondary Route
- Public Right of Way
- Bridleway Route
- Railway

Travel Plan

In accordance with national and local policy requirements, a Travel Plan will be required at planning application stage. Implementation of the Travel Plan will encourage trips to the site to be made by sustainable (non-car) modes of transport, where appropriate, and help to mitigate the impact of increased traffic. In developing the Travel Plan, a robust approach will be taken to identifying, monitoring and reviewing targes, supported by appropriate funding. Targets will be identified to encourage access by sustainable modes of travel and to manage demand for car-based travel. The targets will be quantified and detailed in terms of how the targets will be monitored and what the contingency is if the targets are not achieved.

The developer will consequently be incentivised to take a long-term approach to the provision of sustainable transport to the development. The Travel Plan should have a clear action plan with specific actions in the months leading up to the development opening and beyond. This will facilitate the actions required to develop and maintain the Travel Plan. The Travel Plan will establish the mechanism for implementing these measures and actions across the various land uses.

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.

Public Transport

Bus services run to Barnsley and Doncaster with bus stops available close to the site. Permeable links into the site should be included in the design to facilitate bus use. In preparing their Travel Plans, prospective developers should engage with the Barnsley Bus Partnership to discuss options for maximising bus patronage. These will likely include enhancements to service frequencies where feasible and viable as well as relocation of bus shelters closer to the site access with shelters and real time information provided within buildings for both busses and trains.

Public Rights of Way

A public right of way (PROW) runs through the site to the west of the Aldi RDC which connects to Barnsley Road. However, this does not appear to be well used and is not currently suitable for a variety of users. The development will be required to incorporate this into the design, either on its current line or a diverted line which would be accessible for users. This will entail enhancements of the Public Right of Way to agreed standards. This route would then become a sustainable, active travel link into the southern part of the site from Carr Field Lane and the existing residential areas beyond.

Vehicle Movement Framework

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) has recently been 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.

Barnsley as the Local Planning Authority could only secure mitigations to offset the impacts of the additional traffic from the development site alone rather than requiring legacy issues on the network to be resolved. Having said this, if there is an opportunity to offset the impact of traffic generation from the ES10 site whilst at the same time delivering wider benefits utilising other funding opportunities then this will be explored with partners and would likely result in Section 106 contributions being transferred to Doncaster as the Highway Authority for the section of the A635 connecting Hickleton to the A1M.

The findings of Transport Assessments will therefore dictate phasing of the site in relation to delivery of off-site Highway infrastructure with each plot expected to address its own impacts. This will likely take the form of Section 106 contributions that would be used to deliver incremental schemes on the A635 and its approaches or alternatively, contributions will be pooled to deliver a comprehensive scheme of improvements in one go. As things could change between this Framework being adopted and traffic generation from this site manifesting itself on the network, not least in terms of the bypass, it is difficult to pinpoint what a package of measures on the A635 should entail.

The Transport Assessment accompanying the first planning application (preferably a full, hybrid or outline application covering the whole of the allocation as per the delivery strategy) therefore needs to establish the cumulative impacts of the ES10 site and for agreement to be reached on a package of measures (if needed) to offset this impact. This would include phasing and a mechanism to ensure each phase contributes proportionately to the overall costs of delivering the required measures.

Access Roundabout

Access to the ES10 employment site is proposed to be taken from the A6395 Dearne Valley Parkway with the construction of a new access roundabout. The roundabout will be subject to a separate planning application and may be delivered prior to the delivery of the ES10 infrastructure.

The design is currently being finalised, however an indicative design is shown for illustration purposes.

Access to HS51

Policy ES10 requires the provision of appropriate access to housing site reference HS51 from Billingley View through the south east corner of the site. The plan below provides one example as to how this could be delivered:

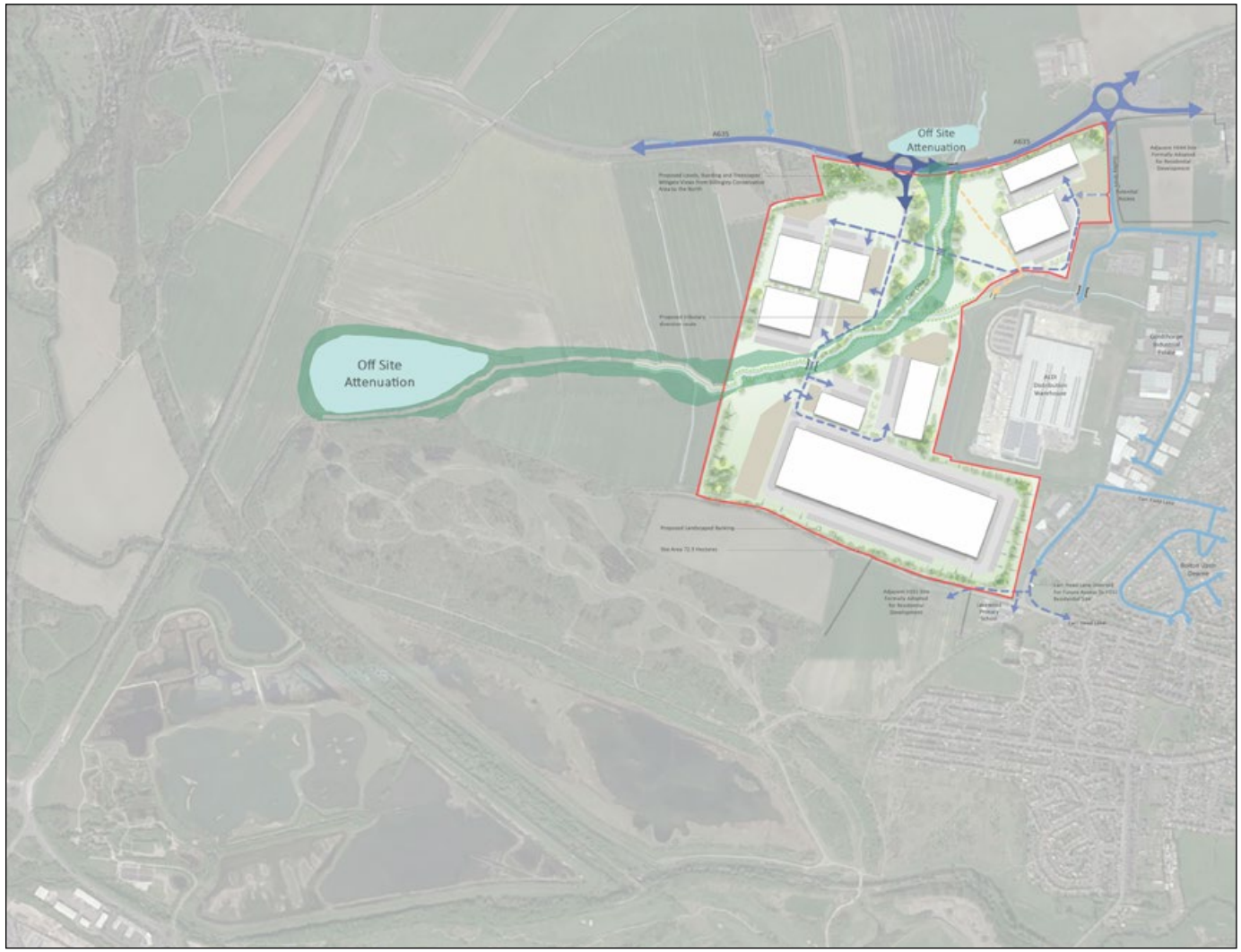
The indicative layout within this Framework therefore seeks to safeguard land in the south east corner of the site to ensure the developer of the housing allocation is able to bring forward a proposal to access the site from Billingley View. The reprofiling of the employment allocation (cut and fill) will also need to avoid the need for any retaining structures to support the new stretch of highway to the employment allocation with the developer of phase 3 being responsible for demonstrating this should the housing allocation have not been brought forward by that point.

Green and Blue Infrastructure Framework

The Green and Blue Infrastructure should be provided as per the illustrative masterplan layout. At the heart of this Carr Dike and its buffer should act as the main Green Infrastructure corridor which facilitates sustainable movement through the site, provides opportunities for rest and relaxation for workers taking lunch breaks whilst also being a haven for wildlife.

A substantial north-south corridor running along the western boundary of the site will join bolstered norther and southern boundaries. The embankments on the southern and eastern boundaries will be planted with species rich hedgerows and dense tree planting to create effective visual buffers will be necessary. The character of the wider area should be reflected, where possible, through the use of locally native planting.

Off Site Attentuation



Ecology

The ecological assessments have informed the layout of the development. The retention of Carr Dike and minimum 8m buffer zone shown on the illustrative masterplan layout is necessary to act as an ecological corridor providing connectivity through the site to the off-site water attenuation pond which will also be designed as a biodiversity habitat. As per ES10 site policy, this masterplan framework seeks retain as many areas of significant ecological value as possible whilst recognising that there may be some instances where this in not practicable. In these instances, ecological mitigation will be required.

Off-site mitigation will be required for Marsh Harriers to provide a suitable area away from the development proposal to allow them to fly and hunt. The area will need to be agreed with landowners in advance of development commencing.

Biodiversity Net Gain (off site complement SSSI)

The impact of the development has been assessed and an appropriate overarching Green Infrastructure strategy developed that ensures any harm is addressed through suitable mitigation measures to achieve an overall biodiversity net gain of at least 10%. Future planning applications will be required to justify any loss of existing habitat and provide a clear strategy for mitigation and/or compensation where the loss is unavoidable.

Biodiversity Net Gain is expected to be be delivered both on site and off -site within an area agreed with the council but focussed around the existing wetlands to the south west of the site. This should include an off-site attenuation pond to the west of ES10 to complement the nearby Sites of Special Scientific Interest. The pond would be of a scale that would allow valuable habitat creation and have the potential to become an additional area for birds.

Management and Maintenance of Green Infrastructure

The management, governance and stewardship of the proposed green and blue infrastructure opportunities have only been considered in principle at this stage. The likely option will be for the occupiers of the employment units to enter into a service charge arrangement run by a local management organisation or trust who specialises in maintaining open space and detention basins.

When determining the management arrangement structure, consideration should be given to the following:

- Opportunities to secure biodiversity gains
- Community engagement to deliver added social value
- Including management of hard and soft landscaping
- Purpose, power, responsibilities, financial arrangements and internal procedures of the open space owner(s)/manager (management body/entity/organisation)
- Preference for a single management organisation for all areas of green and blue infrastructure unless very special reasons why this cannot be achieved
- Annual reporting to the council for the first five years of management

This approach will be subject to further work including assessing the scope and management required and the feasibility of management models, funding source and legal structures. Developers should engage with a local management organisation or trust at an early stage so that they can input into the design of green and blue infrastructure.

Landscape and Visual Impact

The existing landscape has been altered over the years as a result of mining activity and later built development. The site landscape now comprises a combination of arable and pasture farmland as well as deciduous woodland and plantation woodland blocks of varying sizes. A number of hedgerows and trees are found within the site.

Consideration will need to be given to the impact of future development on long-distance views experienced from the north, especially those from Billingley Conservation area and from the residential development to the south east at Bolton upon Dearne.

Although Carr Dike will be retained and buffered as part of the development, the illustrative layout results in the loss of open farmland, the removal of some hedgerows and trees, and a change in character resulting from built development. The illustrative masterplan layout therefore introduces significant new native structure planting between development plots as well as wide native planting belts along site boundaries to help visually contain future development.

The use of an appropriate colour palette and limitations on buildings heights will be necessary to mitigate landscape and visual impact. Both of these will be informed by Landscape and Visual Impact Assessments for future planning applications with viewpoints agreed with the council at the pre-application stage.

Heritage

The impact of the development upon the setting of Billingley Conservation Area and Listed Buildings within the is a factor when considering the siting of proposed employment units. Key to mitigating any impact will be the provision of a bund and/or landscape screening around the perimeter of the site. The choice of colour of units and inclusion of green roofs will impact how successfully the site is screened. Key views should be considered as part of a Landscape and Visual Impact Assessment.

A Heritage Statement should discuss any impacts on the setting of the conservation area and listed buildings and assess the level of harm as per NPPF. As the site is also considered to have potential for unrecorded archaeological remains to be present within parts of the site not previously disturbed by open-cast mining activities, a geophysical survey, followed by trial trenching is likely to be required. The scope of these works should be discussed with South Yorkshire Archaeology Service. Community participation, such as schools visits and open days during archaeological investigation works and available information both during and after should be included.

Health and Wellbeing

Health Impact Assessment was undertaken as part of the Local Plan Process to ensure that the site was suitable for allocation. In addition to this, a Rapid Health Impact Assessment has been undertaken during the development of the masterplan framework. This has been undertaken to determine the impact of the future development on local health and wellbeing and indicates that a range of measures associated with the development will have a positive impact on health across a variety of individuals. As part of any planning application, a detailed Health Impact Assessment should put forward appropriate health and wellbeing initiatives that will benefit users of the site and communities within the wider context of Bolton upon Dearne and Goldthorpe.

A key consideration will also be the impact of additional traffic on the designated Air Quality Management Areas in Hickleton and Marr. During the delivery of the site, it is expected that potential impacts on air quality will reduce over future years as a result of cleaner and more efficient vehicles and the use of electric fleet vehicles with occupiers of the site encouraged to use the cleanest, most energy efficient vehicles. This will include electric vehicles and combined natural gas.

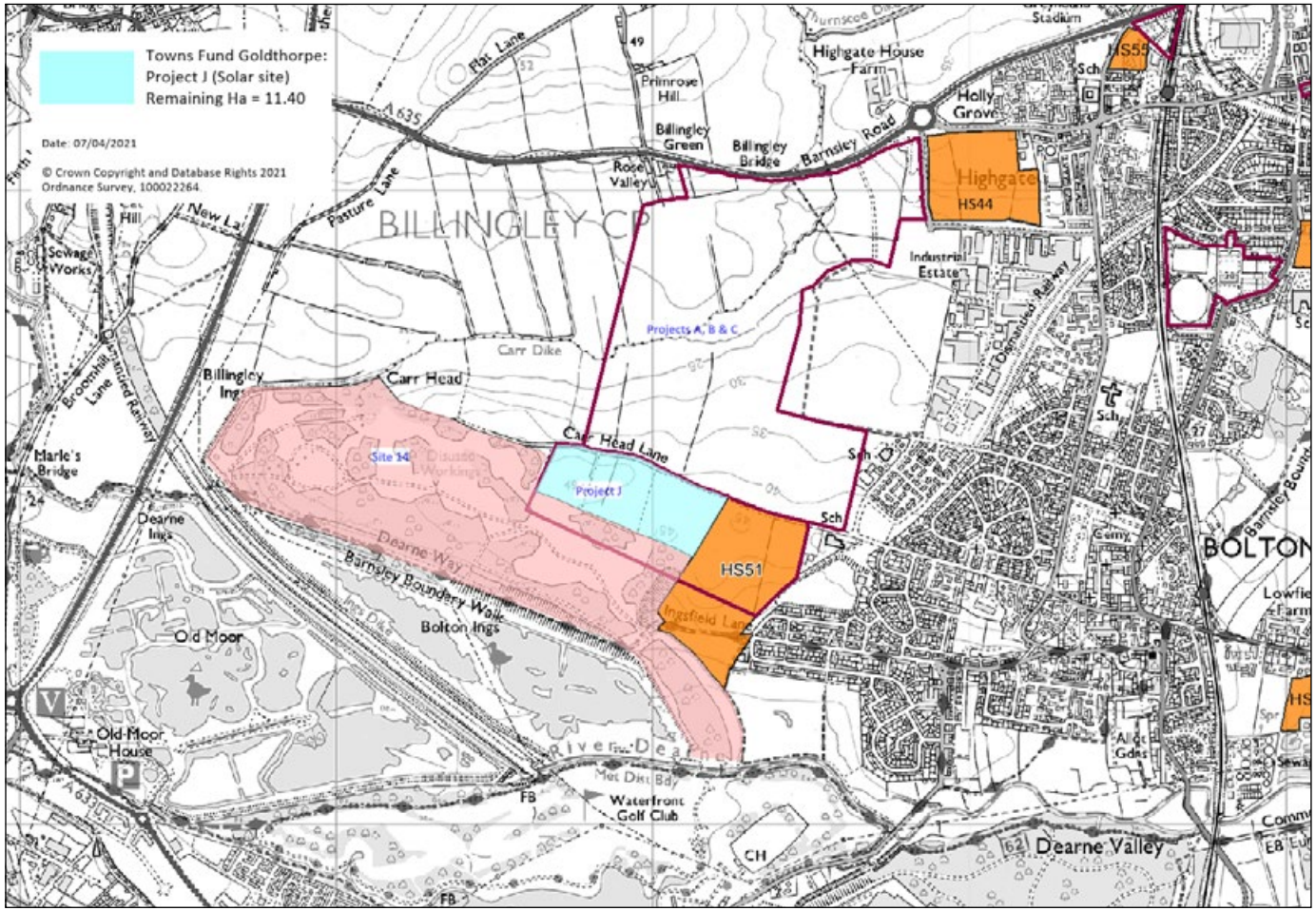
A detailed air quality assessment will be therefore be required to support future planning applications to quantify the impact of any development together with robust mitigation proposals to off-set impacts. This will be subject to consultation with Doncaster Metropolitan Borough Council given potential effects within its boundary.

Sustainability and Energy Usage

Consideration will be given to the latest Building Regulations, BREEAM for employment and CEEQUAL for infrastructure, landscaping and public realm. This will include identification of suitable low-carbon technologies, investigating renewable energy solutions and Combined Heat Power (CHP).

The council's local validation checklist requires the submission of an Energy Statement for non — residential schemes of 1,000sqm plus. The Energy Statement should clearly set out measures that will be included to deliver a carbon zero development. If zero carbon cannot be achieved, developers should demonstrate why this has not been possible and explain what steps have been taken in the provision of infrastructure and the design of individual properties to achieve zero carbon through retro fit at a future point.

Developers will be expected to work with the Council to bring forward a solar farm on land to the south of the site with S106 contributions provided as set out in the delivery strategy. A detailed assessment of embodied carbon should also be undertaken at the planning application stage with the intention of minimising embodied carbon to its lowest possible level and exploring offsetting as necessary.



Section 7:

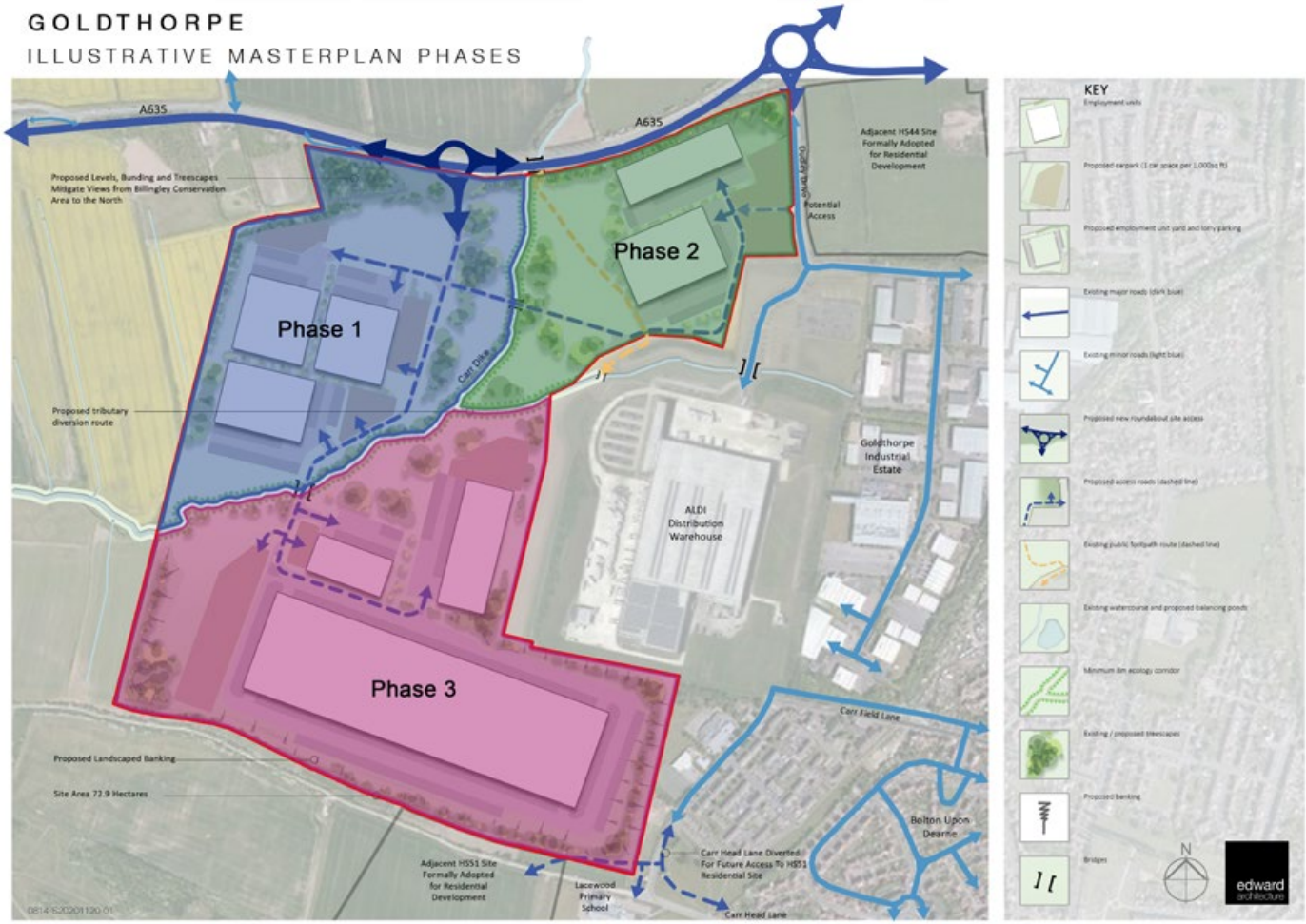
Infrastructure, Phasing & Delivery

Delivery of infrastructure and phasing of the development will accord with the following principles:

- Infrastructure to be provided in a timely way in order to appropriately mitigate the impacts of development;
- Balance certainty of delivery of key infrastructure with the need to maintain flexibility over the delivery of development;
- Comprehensive and coordinated approach to strategic infrastructure delivery is required in order to ensure the overall masterplan aspirations are met;
- Deliver a sense of place early in the development of the masterplan area;
- Early provision of key transport infrastructure;
- Accessibility to public transport using existing bus services in the early phases
- Logical sequencing of development parcels to avoid any adverse environmental impacts associated with construction traffic and activities.
- Comprehensive and coordinated approach to site wide utilities requirement.
- To assist and support the Goldthorpe Towns Fund, where feasible, the first phase of development should include a 50,000sq ft building for a separate developer to bring forwards. This would be funded by the Goldthorpe Towns Fund.

There are several different landowners within the masterplan site. Negotiations have been ongoing with the landowners during the initial feasibility study and during the development of the Masterplan Framework. A land assembly strategy is being developed to assist in bringing the site forwards. The map above shows how the preferred phasing, which represents a logical approach to developing the site off the A635.

This Masterplan Framework is accompanied by a Delivery Strategy which includes a Planning strategy, Phasing strategy as well as further details regarding Infrastructure Requirements and Delivery. This delivery strategy should therefore be read alongside this Framework.



In recognition of the identified principles and preferred phasing, a delivery strategy has been prepared for the Masterplan Framework and can be accessed via the following link:

www.barnsley.gov.uk/goldthorpe

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