

# Public Document Pack

<b>MEETING:</b>	Cabinet
<b>DATE:</b>	Wednesday, 13 January 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	THIS MEETING WILL BE HELD VIRTUALLY
<b>PUBLIC WEB LINK:</b>	<a href="https://barnsley.public-i.tv/core/portal/webcasts">https://barnsley.public-i.tv/core/portal/webcasts</a>

## SUPPLEMENTARY AGENDA

### Items for Decision/Recommendation to Council

#### Regeneration and Culture Spokesperson

9. Goldthorpe Masterplan Framework (Round 1 Consultation) (Cab.13.1.2021/9)  
(Pages 3 - 18)

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), Andrews BEM, Bruff, Cheetham, Gardiner, Howard, Lamb and Platts

Cabinet Support Members:

Councillors T. Cave, Cherryholme, Franklin, Frost, McCarthy and Tattersall

Chair of Overview and Scrutiny Committee  
Chair of Audit Committee

Sarah Norman, Chief Executive  
Matt Gladstone, Executive Director Place  
Melanie John-Ross, Executive Director Children's Services  
Wendy Lowder, Executive Director Adults and Communities  
Shokat Lal, Executive Director Core Services  
Julia Burrows, Director Public Health  
Neil Copley, Service Director Finance (Section 151 Officer)  
Martin McCarthy, Service Director Governance, Member and Business Support  
Garry Kirk, Service Director Legal Services  
Michael Potter, Service Director Business Improvement and Communications  
Katie Rogers, Head of Communications and Marketing  
Anna Marshall, Scrutiny Officer

Corporate Communications and Marketing

Please contact Martin McCarthy on email [governance@barnsley.gov.uk](mailto:governance@barnsley.gov.uk)

6 January 2021

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# Introduction

## Vision

To create a deliverable, sustainable, high-quality employment site which will provide a growth catalyst not only for the town but also for 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 RSPB Old Moor Wetlands Reserve to the south.

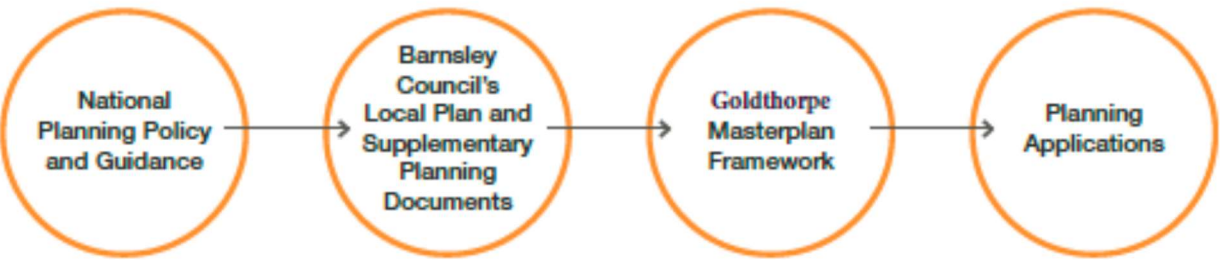
An attractive and high-quality employment-led development will be delivered on the 73 hectare site, comprising of B1, B2 and B8 offices, light industry, warehousing and distribution units along with associated infrastructure.

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



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

The Barnsley Local Plan was adopted in January 2019, it is a requirement that a number of larger allocated sites need to be supported by a Masterplan Framework approved by the Council before the approval of any subsequent planning applications. The purpose of the Masterplan a Framework is to ensure that sites can be developed in a comprehensive manner, taking into account all infrastructure requirements. This will ensure that strategic site allocations are brought forward in a sustainable way that secures inclusive growth that reflects each of the Council’s corporate priorities.



The Masterplan Framework is a strategic document that sits beneath the Local Plan and will inform future planning applications.

The Masterplan Framework consultation enables residents and stakeholders to be involved and provide feedback on site specific draft plans and key issues that havent been resolved through the Local Plan process. For example these issues could include:

- Landscape Character
- Biodiversity

- Heritage and Archaeology
- Conservation Area
- Land Contamination and Ground Stability
- Flood Risk and Drainage

This feedback will be reviewed and taken account of in drawing up the final Masterplan Framework. The Masterplan Framework will require approval by Cabinet prior to the determination of any planning applications that relate to the Masterplan area. Techincial work is currently ongoing that will help to shape the masterplan framework and its requirements.

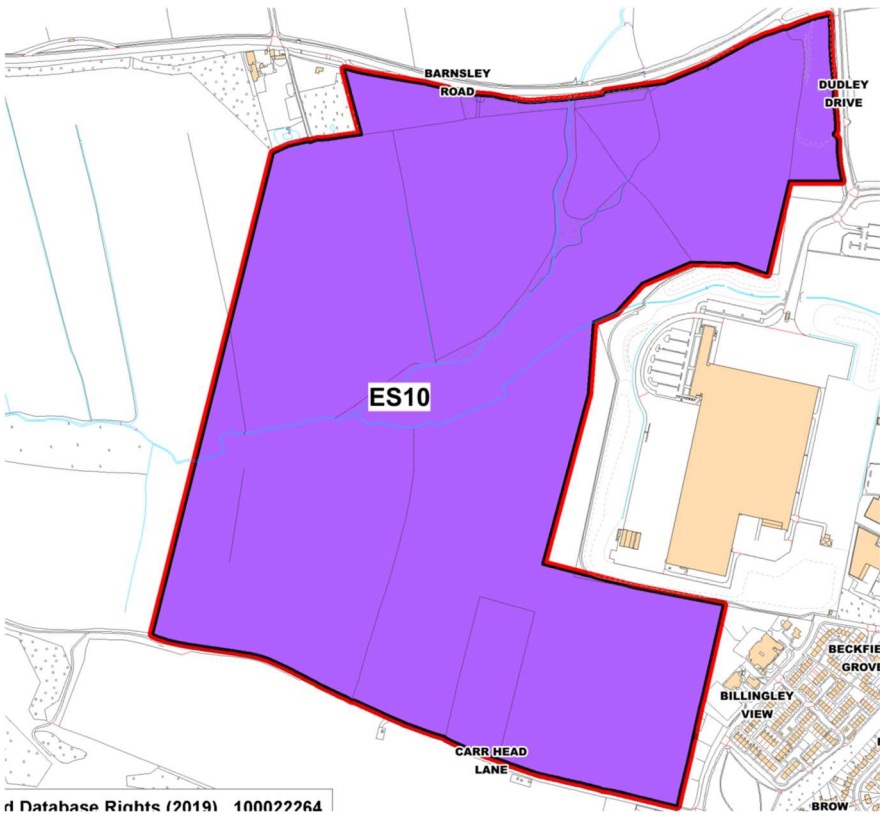
## Who is involved?

Barnsley Council have worked in collaboration with Edward Architecture and Savills, landowners and land agents to develop with an internal high-level viability appraisal report as a precursor to the development of the masterplan framework for the employment site.

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 predominantly by the built environment comprising both Goldthorpe Industrial Estate and residential properties within the conurbations of Goldthorpe and Bolton Upon Dearne. The site's north boundary comprises mainly the A635, with arable land and the village of Billingley beyond, and 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 comprises of arable farmland, with a network of hedgerows and ditches running through it. Areas of plantation woodland are present along the northern boundary with the Barnsley Road, whilst more mature broadleaved woodland is present on long stretches of Carr Dike, which flows through the centre of the site.

The site also neighbours 2 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





Goldthorpe.

## Land Ownership

There are a number of different landowners within the masterplan site. Negotiations have been ongoing with the different landowners and landowners during the initial high level feasibility study and during the development of the masterplan framework. A land assembly strategy is being developed to assist in bringing the site forwards.

### Neighbouring Properties and Uses

There will be design considerations in order to mitigate the impact the development will have on the surrounding landscape which includes; residential properties to north west of site, Heather Garth Primary Academy and Lacewood Primary School and residential development on Billingley View. The Masterplan Framework will seek to integrate within its immediate context, new employment land should strive to lessen impact on the surrounding landscape through well thought out and sensitively designed masterplanning to alleviate pressure upon existing amenity. In order to integrate employment development and residential it is vital to allow for adequate separation distances with appropriate boundary treatments to prevent loss of privacy and clearly define of the thresholds 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 facilities within

## Public Transport

### Bus

The A635 (Barnsley Road) is a key bus corridor connecting 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 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.

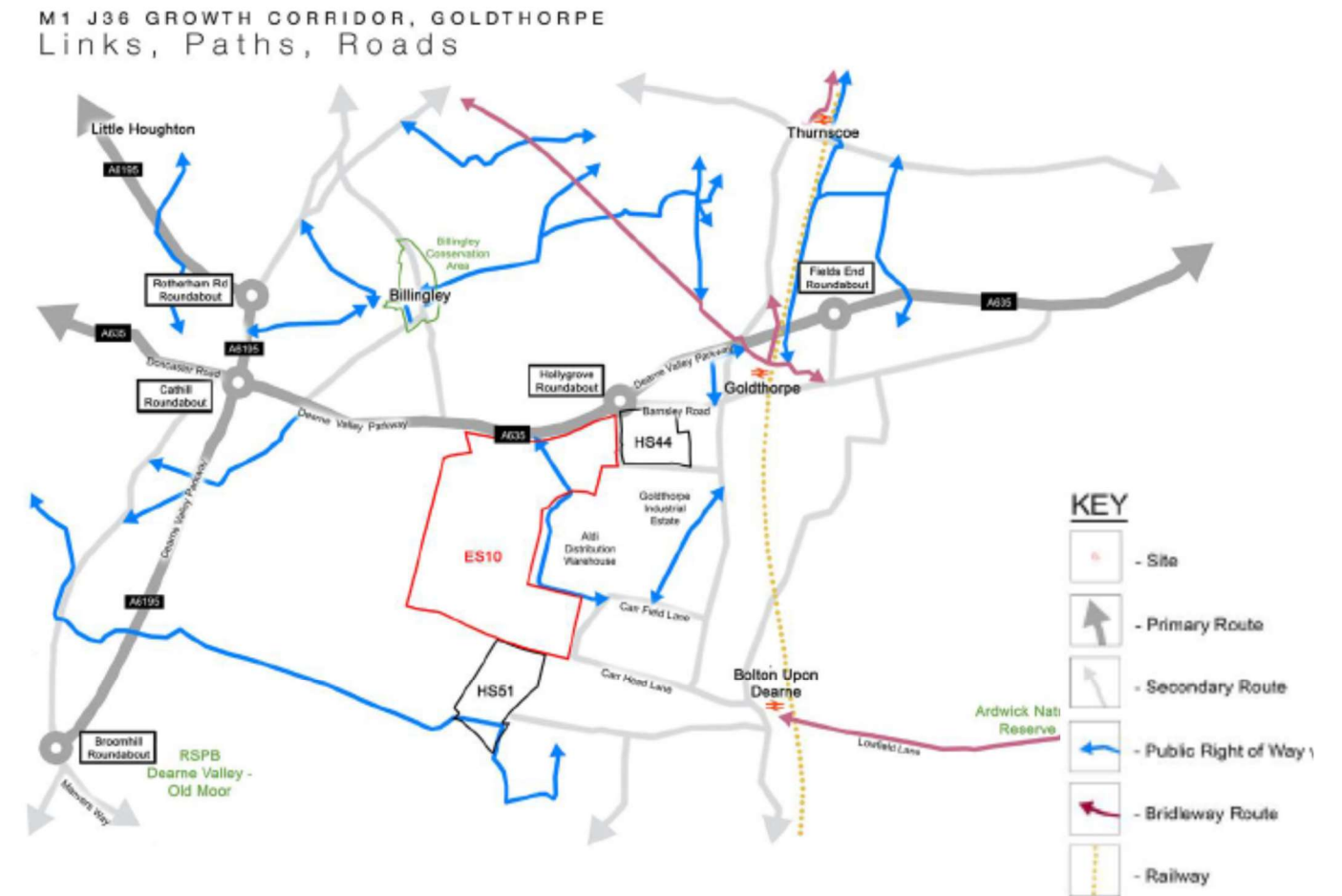
## Active Travel

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.

The strategy sets out how Barnsley will become a town where walking and cycling is a preferred travel choice for all, supported by a connected network of high quality, safe inviting cycle routes and footpaths.

It will help Barnsley achieve its ambitious economic and environmental aspirations as set out recently in the Local Plan and bring a big boost to getting Barnsley active and improving people's health.

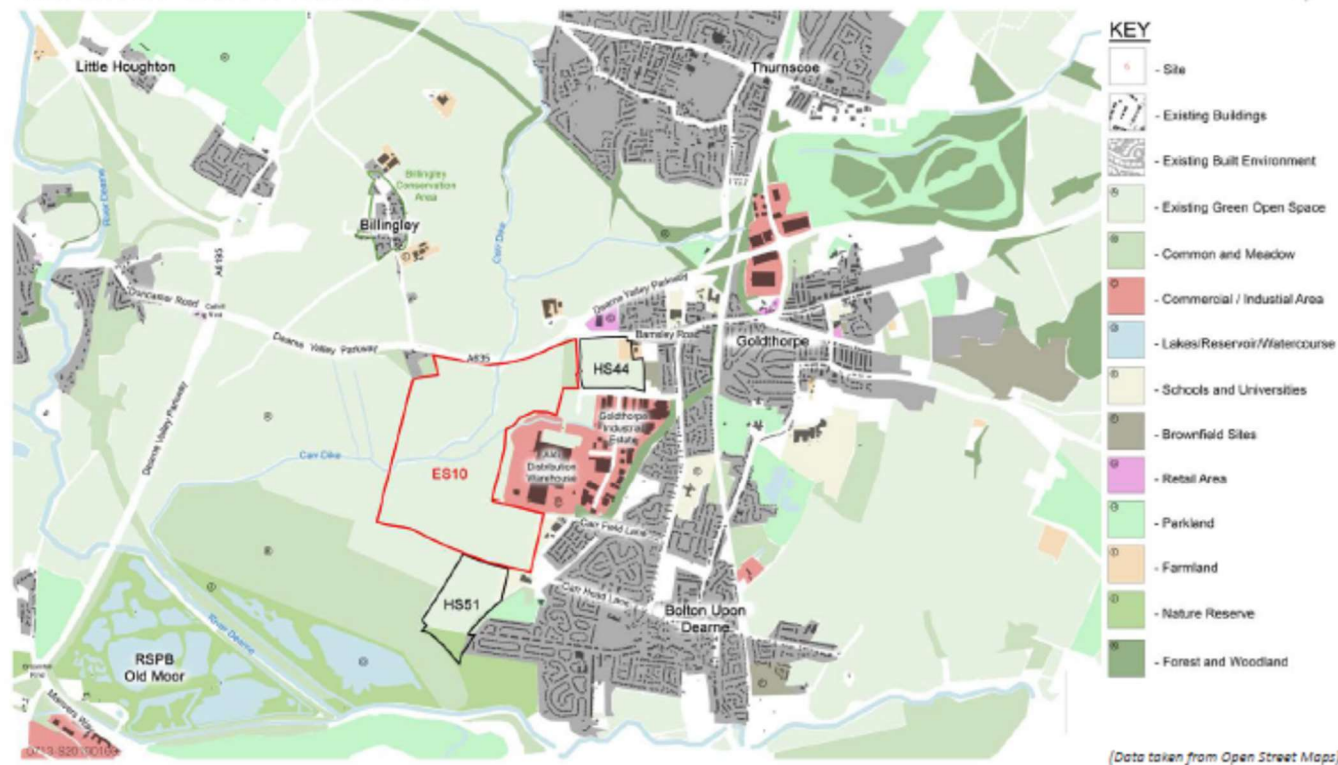
The Council are investing in new active travel infrastructure across the borough, using Transforming Cities Fund's (TCF). A key priority is the building of a safe and fully segregated off-road active travel link connecting Barnsley town centre and Goldthorpe. This will run along the A635 (Barnsley Road) and pass the ES10 site directly at the northern boundary. In addition, ways to improve walking and cycling connectivity to/from and within the site from the already existing Public Rights of Way will be considered and enhanced





# Technical Considerations

M1 J36 GROWTH CORRIDOR, GOLDTHORPE  
Natural Environment



## Landscape Character

The character of the existing landscape has been much altered over the years as a result of mining activity. The site landscape comprises arable farmland. The proposed development will result in a loss of open farmland and a change in character resulting from built development. The loss of existing landscape features will be mitigated through the introduction of 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 (NIA) which includes parts of Barnsley, Doncaster and Rotherham boroughs.

## 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. Carr Dike is bordered by a partial belt of broadleaved semi-natural woodland, some plantation woodland and sections of species poor semi-improved grassland. A network of ditches joins this stream within the site, some of which are dry for some of the year.

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. To the south of Carr Dike the land is

more open with a mixture of earth banks, collapsed stone walls and relicts of former hedgerows indicating historic field boundaries. Hedgerows are present along much of the site's northern, eastern and southern boundaries. In the northeast corner of the site an area of more mixed habitat, including improved grassland and scattered scrub has been established on a former brick works.

Approximately 135m from the site's southwestern boundary is a restored colliery spoil heap which is now covered by a mix of vegetation and young woodland, known as Bolton Tip. This land adjoins an area of recently created (c.13 years ago) wetland known as Bolton Ings, which is located 550m south of the site. Bolton Ings is separated by a disused railway line and the River Dearne from the Old Moor wetlands. Both these sites together with Edderthorpe Flash, Houghton Washlands, Wombwell Ings and Adwick Washlands are included within the RSPB's Dearne Valley reserves which extend over a c10km section of the river flood plain. Carr Dike which is an important ecological feature within the proposed development site is fed by a number of springs on high ground between Great Houghton and Clayton three to four kilometres north of the application site. This tributary eventually flows between Bolton Ings and Old Moor before entering the River Dearne.

The masterplan framework proposes the retention of Carr Dike which will also avoid or 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 new development. Further mitigation and compensation may include: a Sustainable Drainage System, green roofs, an ecologically sensitive lighting scheme, new hedgerow planting, gap planting of boundary hedgerows and the inclusion of a high ratio of 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 such as Great Crested Newts, reptiles, bats, badgers and breeding birds. To date, a number of birds including Harrier Marsh have been recorded in the immediate area.

The masterplan framework will deliver a Biodiversity Net Gain of 10% (this seeks to improve the current ecological value of the site). This could be achieved through on-site mitigation, such as the creation of new habitats and features. However, off-site compensation measures may also be an option, helping to improve local wildlife sites around Goldthorpe.

As part of bringing the site forward for development, it may be that 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 periphery;
- Retain the section of hedgerow remaining in the north-west corner of the site;

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

## Heritage and Archaeology

A rapid desk-top archaeological assessment of the site was undertaken during the local plan process. This highlighted that archaeological remains are likely to be present within the southern part of the site.

It is recommended by both Barnsley Metropolitan Borough 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. It is anticipated that geophysical survey and trial trenching would be required in support of any forthcoming planning application.

## 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 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. The village is one of a few villages in the area that was not subject to major expansion and development during the growth of the mining industry in the late 19<sup>th</sup> and 20<sup>th</sup> centuries. Due to the position of the village about the surrounding land, 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 whilst 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 up of fill material associated with the backfilling of the former opencast coal operations in this area. Future development in that area will require suitable site investigation works to determine the level of remediation required. Small sections in the extreme north and north east (which have not been opencast) will pose some risk for shallow historic mining void migration to the surface which, if present would need mitigation measures to ensure sound stability for development in those specific areas.

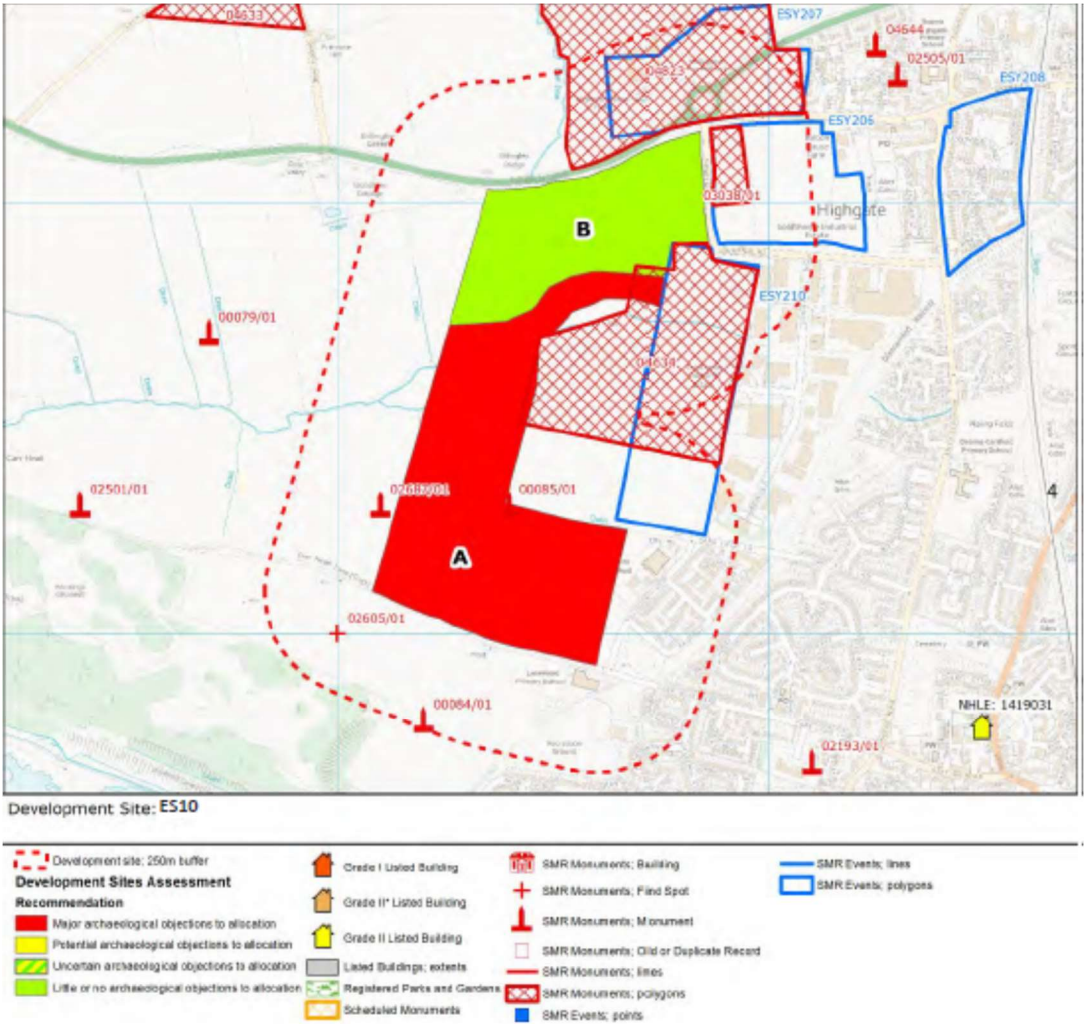


Figure 15 - Extract from draft allocation; archaeological site assessment (Produced by Wessex Archaeology)



The southern 80% approximately 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 no workable coal seams are anticipated at shallow depth and 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, particularly in the areas of the former mine shafts or where coal may be located at shallow depth that may require further investigation and/or treatment works; prior licences/permits and/or design parameters may be required by them.

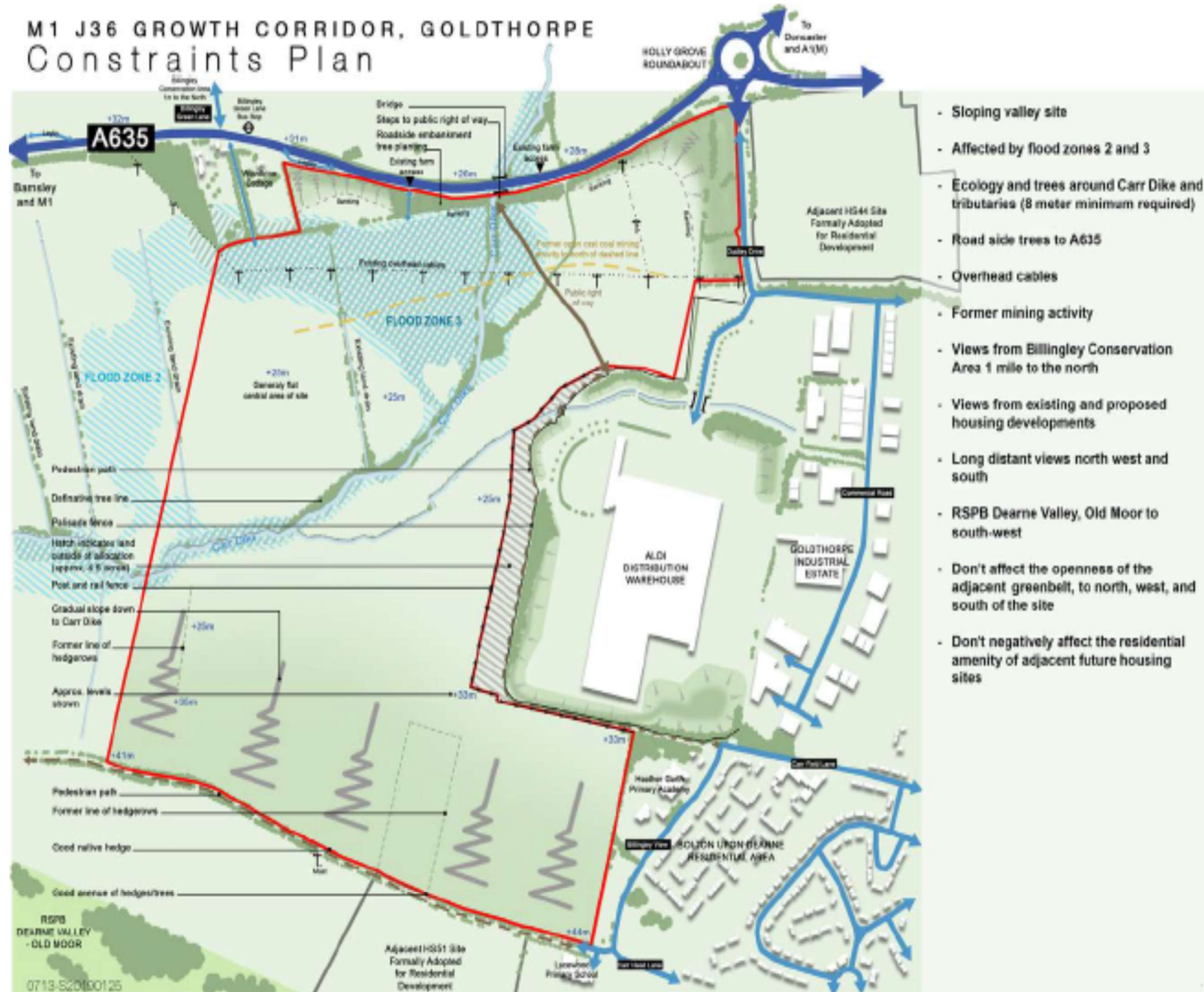
## Flood Risk Assessment

Carr Dike and a connecting unnamed watercourse run through the site. The north west of the site falls within Flood Zones 2 & 3, therefore development will be carefully designed in this location to ensure that building footprints do not encroach into this area. However, servicing areas and car parking would be suitable uses. A Flood Risk Assessment will be required as part of any forthcoming 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 (a minimum of 10m in width) along Carr Dike alongside sustainable drainage solutions to 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.

## Site Constraints





M1 J36 GROWTH CORRIDOR, GOLDTHORPE  
Opportunities Plan



# 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

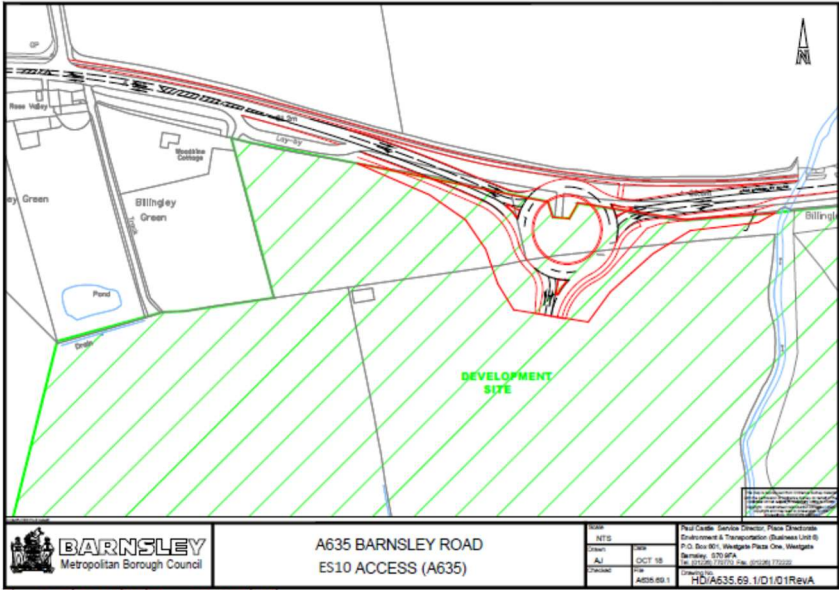
The site has the ability to be accessible by public transport with existing stops on Billingley View in the southeast corner, it will therefore be important to ensure that high quality pedestrian routes are provided to link in with this existing bus route which provides an hourly service between Barnsley 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 then allow pedestrian permeability along this frontage.

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

A series of offsite highway works are being completed to allow the impact of the development to be accommodated within the existing road network. The works comprise alterations to the existing roundabouts to provide additional capacity in the form of slight increases to the overall size as well as improvements to the approaches to provide increased lane lengths as well as some additional lanes where appropriate.

The site has the potential to be accessible by alternative modes of travel by ensuring that the existing bus route, rail station and residential areas to the east have high quality and convenient linkages.



### 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.

### 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 & 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 to at least 5% of all parking spaces, with potential to extend this further.

Assess the feasibility for solar panels and green roofs

- Monitoring energy consumption in line with BMBC 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

It is important that design measures to help create a sense of place and distinctive built environment is critical to the success of the Masterplan Framework. Future detailed design will consider the arrangement of buildings and positioning of landscaping to consider effects on existing views and the treatment of new key views.

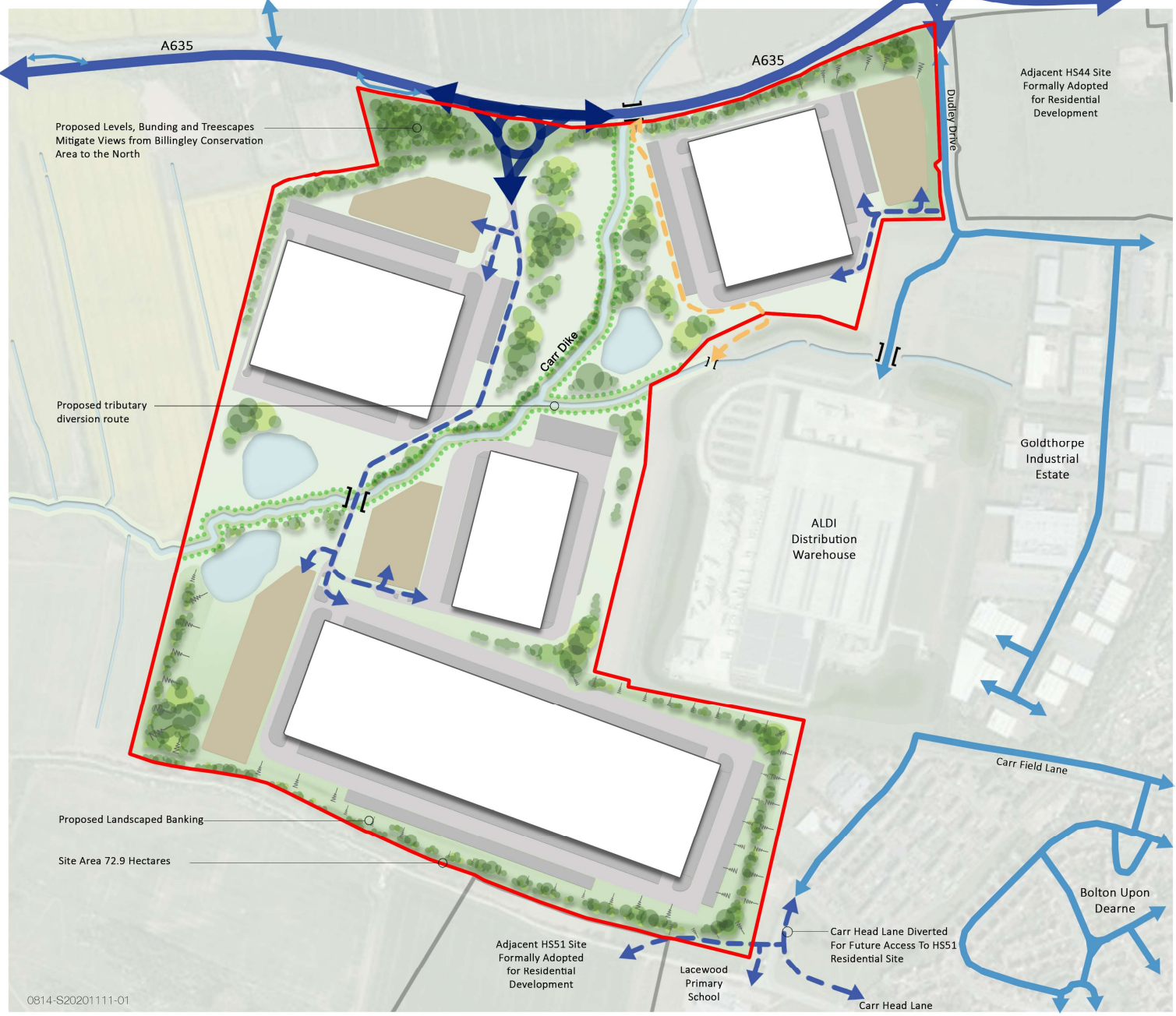
As shown on the emerging masterplan, the employment elements of the Masterplan Framework will be split down into plots of varying sizes. The below illustrations provide examples of how the site could be developed with different employment opportunities. The three plans show a range of different size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

Option 1 – Warehousing & Distribution use

Option 2 – Mix of plot sizes

Option 3 – Business Park style

GOLDTHORPE  
- Option 01



**KEY**

- Employment units
- Proposed carpark (1 car space per 1,000sq ft)
- Proposed employment unit yard and lorry parking
- Existing major roads (dark blue)
- Existing minor roads (light blue)
- Proposed new roundabout site access
- Proposed access roads (dashed line)
- Public footpath diversion route (dashed line)
- Existing watercourse and proposed balancing ponds
- Minimum 8m ecology corridor
- Existing / proposed treescaping
- Proposed banking
- Bridges

N

edward architecture

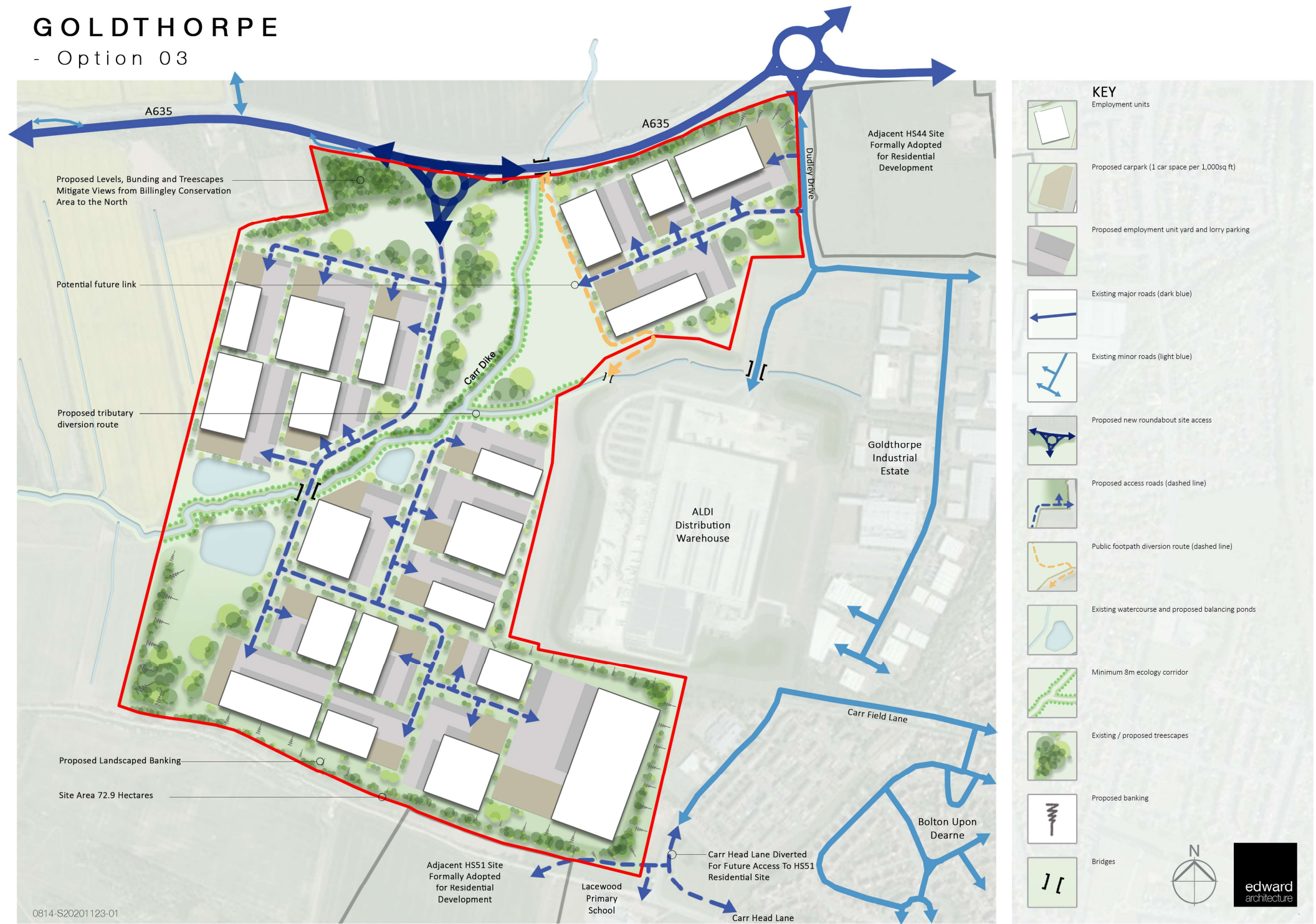


# GOLDTHORPE

- Option 02







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.

Next Steps

The Masterplan Framework wil continue to evolve incorporating technical work as it ecomes 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 sape the final document.

## Timeline

6 week Public Consultation period – 18 January to 1 March 2021

Adoption of Masterplan Framework -Summer 2021

How to engage /webpages/contact details - [barnsley.gov.uk/goldthorpe](https://barnsley.gov.uk/goldthorpe)

Online consultation events : dates & times TBC

General Q&A sessions :

Ecology & Biodiversity

Highways & Transport



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