

PLANNING APPLICATIONS TO SUPPORT THREE PLANNING APPLICATIONS AND LISTED BUILDING CONSENT FOR HIGHWAYS WORKS

PLANNING, DESIGN AND ACCESS STATEMENT

HIGHWAYS INFRASTRUCTURE PROPOSALS AT BARUGH GREEN ROAD, HIGHAM COMMON ROAD AND HIGHAM LANE, BARNSELY

**ON BEHALF OF STRATA STERLING BARNSELY WEST LTD AND
BARNSELY METROPOLITAN BOROUGH COUNCIL**

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004**

Pegasus Group www.pegasusgroup.co.uk @pegasusgroup

Pavilion Court | Green Lane | Garforth | Leeds | LS25 2AF

T 0113 287 8200 | **W** www.pegasuspg.co.uk

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | East Midlands | Leeds | Liverpool |
London | Manchester

 **PLANNING**  **DESIGN**  **ENVIRONMENT**  **ECONOMICS**

©Copyright Pegasus Planning Group Limited 2011. The contents of this document must not be copied or reproduced in whole or in part without the written consent of Pegasus Planning Group Limited

CONTENTS:

Page No:

1.	INTRODUCTION	1
2.	PROPOSED DEVELOPMENT	4
3.	PLANNING POLICY AND GUIDANCE	6
4.	BARUGH GREEN ROUNDABOUT - ASSESSMENT OF DEVELOPMENT PROPOSALS	9
5.	HIGHAM COMMON ROAD ROUNDABOUT - ASSESSMENT OF DEVELOPMENT PROPOSALS	15
6.	HIGHAM LANE/CAPITOL PARK ROAD IMPROVEMENTS - ASSESSMENT OF DEVELOPMENT PROPOSALS	20
7.	PLANNING BALANCE	25
8.	CONCLUSION	27

APPENDICES:

APPENDIX 1: SCREENING REQUEST

APPENDIX 2: SITE LOCATION COMPOSITE PLAN

1. INTRODUCTION

- 1.1 This statement has been prepared by Pegasus Group on behalf of the applicants, Strata Sterling Barnsley West Ltd and Barnsley Metropolitan Borough Council, in support of three planning applications for highways works.
- 1.2 The applications seek planning permission for highways infrastructure works which will be delivered through the Sheffield City Region Investment Fund (SCRIF) to assist with accommodating the economic growth envisaged in the recently adopted Barnsley Local Plan. The works will also provide for a future access link road to be delivered through the adjacent allocation of site MU1 as identified in the Barnsley Local Plan.
- 1.3 The Sheffield City Region Investment Fund (SCRIF) is currently investing approx. £11 million into this infrastructure scheme in order to unlock economic growth and to contribute to the Sheffield City Region's ambitions to create 70,000 additional jobs, build 7,000 homes a year and create 3.1bn of additional GVA.
- 1.4 This project, as part of wider works, aims to provide additional capacity to allow additional development to come forward in the vicinity of Junction 37 of the M1 at Capitol Park. The project aims to improve access to and from the M1 from Barnsley, relieve congestion in the immediate area and on the southbound exit from the M1 and alleviate air pollution. This project itself will deliver a significant mixed-use development on 122 hectares of land, comprising 43 hectares of employment land and 1,700 new homes.
- 1.5 The applications subject to this report comprise:
- Application 1 – Barugh Green Road Roundabout and Listed Building Consent;
 - Application 2 – Higham Common Road Roundabout; and
 - Application 3 – Higham Lane/ Capitol Park Road Improvements.
- 1.6 Pre-application discussions have been held with the Council from the early design stages. The detailed feedback received has been considered and is reflected within the final layout design. However, to summarise broadly the following feedback was provided for each application:

Application 1 – Barugh Green Roundabout

- Provision for cyclists and pedestrians is welcomed. A 30mph speed limit is to be provided. Should there be a departure from the standard approach to design, this will need to be justified.
- The application will be required to be supported by an air quality assessment.
- Any planning application should be supported by an extended Phase 1 ecology report complying with the LPAs policies BIO1, MU1 and out new/amended SPDs.
- Trees and hedges will undoubtedly be impacted on and as such an arboricultural impact assessment will be required with the application to deal with tree and hedgerow retention and removal as well as retained trees.

Application 2 – Higham Common Road Roundabout

- The provision for cyclists and pedestrians is welcomed and as drawn, its size is sufficient. Consideration to be given to the position of the bus stop.
- The application will be required to be supported by an air quality assessment.
- Any planning application should be supported by an extended Phase 1 ecology report complying with the LPAs policies BIO1, MU1 and out new/amended SPDs.
- Trees and hedges will undoubtedly be impacted on and as such an arboricultural impact assessment will be required with the application to deal with tree and hedgerow retention and removal as well as retained trees.

Application 3 - Higham Lane/ Capitol Park Road Improvements

- The alignment presented is a preliminary design to accord with national design standards for a strategic route at a speed of 40mph. Consistency in design standards is expected for the entire route length, including the north to avoid a pinch point arising at the M1 overbridge and loss of strategic functionality.
- Trees and hedges will undoubtedly be impacted on and as such an arboricultural impact assessment will be required with the application to deal with tree and hedgerow retention and removal as well as retained trees.
- The application will be required to be supported by an air quality assessment.
- Appropriate mitigation could include managing new highways verges for wildflower grassland and/or new hedgerows if permissions are gained.

1.7 The works identified under application 1, in respect of the new roundabout junction on Barugh Green Road include the relocation of a Grade 2 listed milepost. Accordingly, an accompanying application for Listed Building Consent is being submitted. This statement also summarises the relevant policy considerations in respect of that application.

1.8 In addition to the above listed works, Environmental Screening works have been undertaken for the applications. The submitted screening request is supported by a number of technical notes. It is concluded that, whilst it is acknowledged that there are potential environmental impacts which could arise from the proposed development, it is considered that these impacts would not be 'significant' such as

to warrant the submission of a formal EIA. The three applications for the current phase of works associated with the link road, will be accompanied by appropriate technical reports which will appropriately address the localised environmental effects of the development. Full details of the screening request, as submitted to the Local Planning Authority can be found at Appendix 1.

- 1.9 Following a description of the site, consideration is given to the proposed development. The report assesses the proposal in relation to relevant planning policy and shall demonstrate that the applications are in accordance with the Development Plan.
- 1.10 The supporting information prepared for each respective application is detailed in the respective covering letters.

2. PROPOSED DEVELOPMENT

2.1 The proposed works, as outlined above, form part of wider transport infrastructure works which Barnsley Council is seeking to promote to support economic development as identified in the Barnsley Local Plan, including under policy MU1 for the development of Land south of Barugh Green Road. The location of the respective applications is detailed at Appendix 2.

2.2 The respective applications are as follows:

Application 1 - Barugh Green Road Roundabout and Listed Building Consent

2.3 The works relating to Application 1 comprises land at Barugh Green Road at the Junction with Cannon Way. The existing junction serves the Claycliffe Business Park. The land to the south, subject to allocation MU1 is comprises existing agricultural land. Residential development is located to the immediate west of the development site and the Tudor Road nursery to the east. The site is identified as being located within Flood Zone 1 and is therefore considered to be at lowest risk of flooding. However, it is identified that there is the potential low risk for localised surface water flooding. A Grade II Listed Milepost is located on Barugh Green Road.

2.4 The application will provide a new roundabout junction on Barugh Green Road giving a northern access to the MU1 site. The roundabout will have four arms and will incorporate two lane entry from Barugh Green Road and from the MU1 site to the south of the junction. This will replace the existing three-way arm priority junction at the intersection. Landscaping and facilities for cyclists and pedestrians are proposed to be incorporated into the junction design. The proposed layout is detailed on Drawing Number 9014 A1-100-P-001A.

2.5 This scheme will also require to the re-location of an existing Grade II milepost. This aspect of the proposed is covered under a Listed Building Consent Application running in tandem with this application.

Application 2 – Higham Common Road Roundabout

2.6 The works associated with Application 2 comprise land off Higham Common Road to the south of the existing bus turnaround. Existing residential development is located on High Common Road to the west and on Hermit Lane to the north. The land within which the roundabout is to be sited is currently in use for agricultural purposes. The site is located within Flood Zone 1 as identified on the Environment Agency Flood Map for Planning and is therefore at lowest risk of flooding. There are

no Listed Buildings within the vicinity of the site and the site is not located within a Conservation Area.

- 2.7 The application will provide a new roundabout junction on Higham Common Road providing an access into the MU1 site. The roundabout will have four arms, two being links to the Higham Common Road, the third being an access to the MU1 site to the south of the junction. Landscaping and facilities for cycling and pedestrians are proposed to be incorporated into the junction design. The proposed layout is detailed on Drawing Number 9014 A2-100-P-001A.

Application 3 – Higham Lane/Capitol Park Road Improvements

- 2.8 The works associated with Application 3 comprise land to the south of the M1, to the north of the existing Capitol Park. Capitol Park houses a number of small subdivided business units and is currently served from Capitol Close via Higham Lane or Whinby Road. This site is also located within Flood Zone 1 and is at lowest risk of flooding. There are no Listed Buildings within the site and the site is not located within a Conservation Area.
- 2.9 This application will seek planning permission for improvements to Higham Lane to the south of the M1. The development proposals comprise the installation of a new four-arm unsignalised roundabout between Higham Lane and Capitol Close, and modification to the existing four-arm unsignalised A628 Whinby Road/Capitol Close roundabout.
- 2.10 The proposed layout is detailed on Drawing Number HD/C563.69.1/P/002. Associated landscaping and pedestrian/cyclist facilities will be accommodated within the application proposals.

Planning History

- 2.11 There is no relevant planning history associated with any of the above referenced applications detail on the Local Planning Authority's website.

3. PLANING POLICY AND GUIDANCE

Legislative Background

3.1 This chapter summarises the planning policies and guidance relevant to the development proposed. Section 38(6) of the Planning and Compulsory Purchase Act 2004 required that applications for planning permission must be determined in accordance with the development plans, unless material considerations indicate otherwise.

3.2 The adopted development plan of reference to the proposal comprises the Barnsley Local Plan (2019).

Barnsley Local Plan (2019)

3.3 As discussed in the above section, these applications will facilitate access to the MU1 Barnsley West site and enable the provision of a new link road through the site to be confirmed as part of subsequent development of the wider site. The extent of this allocation can be seen in Figure 3.1 below.

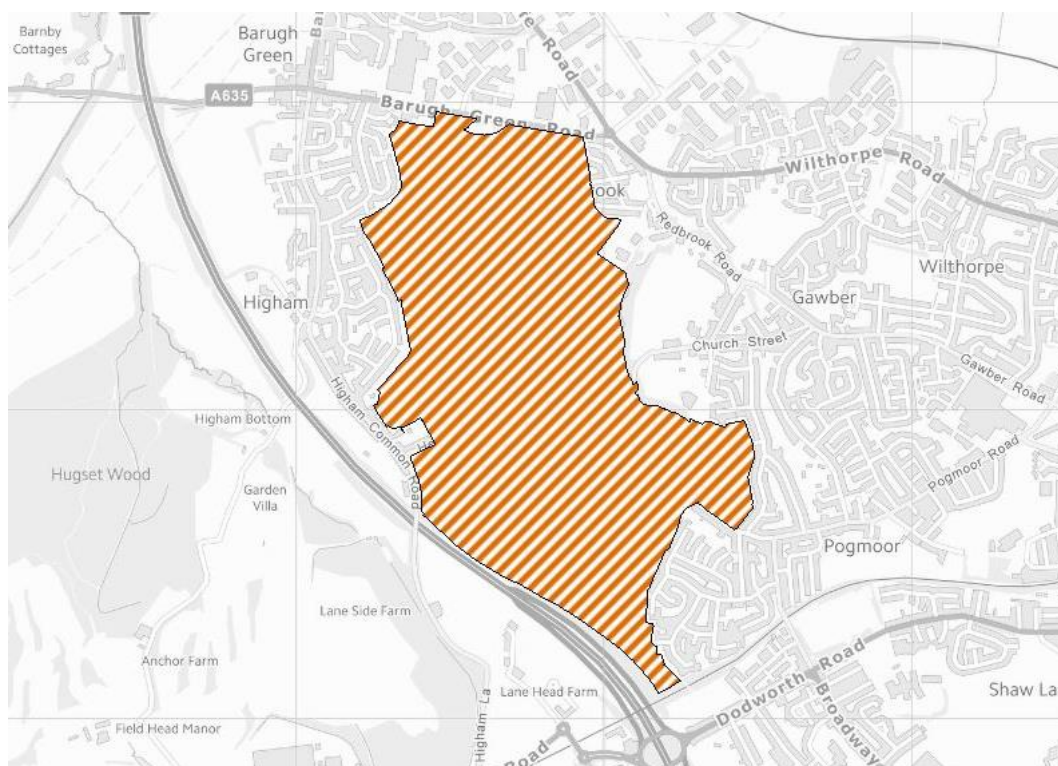


Figure 3.1 Barnsley Local Plan Allocation MU1

- 3.4 Policy MU1 of the Local Plan sets out the requirements for the allocation. It is stated that the site is proposed for mixed use development, predominantly for housing and employment with an indicative capacity of 1,700 dwellings and 43ha of employment land.
- 3.5 In addition to the production of a Masterplan for the entire site, it is also stipulated that development, amongst other elements, will be expected to:
- Provide on and off-site highway infrastructure works, including a link road (Claycliffe Link) and improvements at Junction 37 as necessary.
 - Include measures for the protection and retention of the listed milepost on Barugh Green Road 500m west of the junction with Claycliffe Road and its immediate setting.
- 3.6 Policy T4 of the Local Plan states that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.
- 3.7 When considering measures to reduce the impact of road travel, Policy T5 outlines that the Council aims to reduce the impact of road travel by:
- Developing and implementing robust, evidence-based air quality action plans to improve air quality;
 - Working with our sub regional partners, fleet and freight operators to improve the efficiency of vehicles and good delivery, and reduce exhaust emissions; and
 - Implementing measures to ensure the current road system is used efficiently.

National Planning Policy Framework (2019)

- 3.8 The National Planning Policy Framework (NPPF) sets out a broad framework for plan making and decision taking at the local level. It must be taken into account in preparation of local and neighbourhood plans and is a key material consideration in planning decisions.
- 3.9 The introduction to the NPPF reiterates that applications for planning permission should be determined in accordance with the development plan, unless material

considerations indicate otherwise; that the NPPF is a material consideration in planning decisions; and that the Framework should be read as a whole.

- 3.10 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Listed Building and Conservation Act (1990)

- 3.11 Section 66 states that *“when determining planning applications for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”*

4. BARUGH GREEN ROUNDABOUT - ASSESSMENT OF DEVELOPMENT PROPOSALS

- 4.1 It is considered that the key issues in the determination of the planning application are the principle of development, highways and traffic implication, heritage and flood risk. These issues, and other material considerations, are assessed against relevant planning policy below.

Design and Access

Amount

- 4.2 The new roundabout will provide a single four arm roundabout, this will replace the existing three-way arm priority junction at the intersection.

Layout

- 4.3 The application will provide a new roundabout junction on Barugh Green Road giving a northern access to the MU1 site. The roundabout will have four arms and will incorporate two lane entry from Barugh Green Road and from the MU1 site to the south of the junction. All proposed road marking will be implemented in accordance with the Traffic Signs Regulations and General Directions (TSRGD) and Traffic Signs Manuals Chapter 5 – Road Markings.

Scale

- 4.4 The proposed roundabout covers a total area of approximately 0.71 hectares.

Landscaping

- 4.5 The proposed roundabout will benefit from landscaping on site. A number of grass verges are to be implemented on all four of the proposed arms on the proposed roundabout. Where existing landscaping has been removed in order to facilitate the development has been replaced as part of the proposed development.

Highways

- 4.6 Policy T4 of the Local Plan states that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.
- 4.7 The application is supported by a Transport Assessment which provides details on the proposed layout of the scheme. It is demonstrated that:

- The point of connection into the Barugh Green site and the new link road will be in the form of a fourth arm spur off the proposed roundabout located at the Barugh Green Road/ Common Way junction.
- The roundabout is designed to DMRB standards.
- Access to the new link road (through the MU1 development site) will be provided.
- Pedestrian crossings are provided along each arm of the roundabout, with pedestrian crossing islands located on the link road approach and the two Barugh Green Road approaches.
- A Road Safety Audit (Stage 1 and 2) is currently being undertaken for the proposals.

4.8 Pedestrian and cycle connections will be provided as part of the roundabout, which will mean that continuous footpaths are provided which link to existing infrastructure on each arm of the junction.

4.9 It is considered that the assessment demonstrate that the proposed roundabout is roundabout is predicted to operate satisfactorily during the AM and PM peak hours, with negligible queuing in all scenarios. The roundabout has been designed to accommodate any future development and is not anticipated to generate any new trips itself.

4.10 Operational capacity assessments demonstrate that the proposed layout is predicted to be able to satisfactorily accommodate traffic growth and committed developments. A sensitivity test has been undertaken, confirming that traffic associated with the wider MU1 development proposals can also be supported in due course.

Ecology

4.11 Policy BIO1 of the Local Plan outlines that development will be expected to conserve and enhance the biodiversity and geological features of the Borough. Furthermore, development which may harm a biodiversity or geological feature or habitat, including ancient woodland and aged or veteran trees found outside ancient woodland, will not be permitted unless effective mitigation and/or compensatory measures can be ensured.

- 4.12 Furthermore, the NPPF identified that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains where possible.
- 4.13 The application is supported by an ecological survey which identifies that appropriate mitigation can be implemented on site can be implemented on site to ensure that there will be no adverse impacts upon any designated sites, habitats or protected and notable species. These measures include:
- Implementation of wildlife friendly lighting.
 - Site clearance and any vegetation clearance is undertaken outside of the main breeding bird season.
 - Lost hedgerow habitat could be replaced around the periphery of the site/roundabout footpath.
- 4.14 It is therefore considered that with the implementation of the above referenced measures, the site will not have a significant negative impact on the ecological potential of the site. As such, the proposals are in accordance with national and local policy requirements.

Heritage

- 4.15 It is acknowledged that there is a Grade II Listed Milepost (NHL1151794) located within the area proposed for works associated with the Barugh Green Road Roundabout at the junction of Barugh Green Road and Cannon Way. The milepost is currently set in concrete within the soft verge just off the pavement on the south side of the ride abutting agricultural land.
- 4.16 Policy HE1 addresses the Council's approach to development likely to affect the historic environment of Barnsley. This policy states that the Council will positively encourage development which will help in the management, conservation, understanding and enjoyment of Barnsley's historic environment, especially for those assets which are at risk. Part B of this policy outlines that:
- "B. By ensuring that proposals affecting a designated heritage assets (or an archaeological site of national importance such as a Scheduled Ancient Monument) conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated*

heritage asset will be permitted only in exceptional circumstances where there is a clearly defined public benefit."

- 4.17 The supporting Heritage Statement acknowledges that whilst the complete removal of the asset would constitute substantial harm. Therefore, it is recommended that the asset is removed and relocated following the completion of works. This matter is covered in a Listed Building Consent application running in tandem with this application.
- 4.18 It is also recommended that, given the asset's poor state of repair the opportunity should be taken to restore the milestone and ensure that the long-term future of the asset is secured through a programme of maintenance.
- 4.19 The archaeological potential of the site has also been assessed. It is considered that there is a low potential for archaeological remains to be disturbed by the proposed development.
- 4.20 The submitted report concludes that it has been demonstrated that the relocation of the asset close to its original position (position a of Figure 3), following the conclusion of construction would have a negligible effect on the significance of the asset. As such, it is considered that the application is in accordance with the relevant national and local policy requirements.

Air Quality

- 4.21 Policy AQ1 provides the statutory advice in relation to development within air quality management areas. This policy required development impacting on areas sensitive to air pollution to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development. Furthermore, development which impacts on areas sensitive to air pollution due to traffic emissions will be expected to demonstrate suitable and proportionate mitigation. This is further reiterated in Policy Poll1 which also addresses the implication of dust on future development.
- 4.22 The land subject to this application is located within Air Quality Management Areas (AQMA) as identified by Barnsley Council.
- 4.23 The application is supported by an Air Quality Assessment which assesses the proposed development in relation to background concentrations of localised

pollution. A number of mitigation measures are proposed including, but not limited to:

- Protection of surfaces and exposed material from winds until disturbed areas are sealed and stable;
- Dampening down of exposed store materials, which will be stored as far from sensitive receptors as possible;
- Avoidance of activities that generate large amounts of dust during windy conditions;
- Avoid dry sweeping of large areas;
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable); and
- Minimisation of vehicle movements and limitation of vehicle speeds – the slower the vehicle speeds, the lower the dust generation.

4.24 It is therefore considered the enclosed report demonstrates that the proposed development will not lead to an unacceptable risk from air pollution, nor will it lead to any breach of national objectives as required by national policy. As such, it is concluded that there are no material reasons in relation to air quality why the proposed scheme should not proceed. The scheme is therefore in compliance with Policies AQ1 and Poll1.

Noise

4.25 As detailed above, Policy Poll1 discusses the Council's approach to pollution control and protection. It is outlined that development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

4.26 It is recognised that there are a number of existing residences in the vicinity of the site, therefore the application is supported by a Noise Impact Assessment to assess the noise impact of the scheme. This report concludes that the short-term magnitude of impact is classified as 'No Change' in accordance with the Design

Manual for Road and Bridges (DMRB). It is also identified that the scheme has a 'negligible' long term noise impact to all properties.

- 4.27 As such, it is considered that, subject to the implementation of the recommended mitigation, the noise associated with the scheme would not give rise to any significant effects. The scheme therefore complies with Policy Poll1 of the Local Plan.

Landscape

- 4.28 Policy D1 states that development is expected to be of high quality and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley. In particular, development should include a comprehensive and high-quality scheme for hard and soft landscaping.

This application is supported by an Arboricultural Impact Assessment. The provisions and outcomes of this report identify that the proposed development is in accordance with the relevant local and national policy requirements. Furthermore, the proposed roundabout will benefit from landscaping on site. A number of grass verges are to be implemented on all four of the proposed arms on the proposed roundabout. Where existing landscaping has been removed in order to facilitate the development has been replaced as part of the proposed development.

Conclusion

- 4.29 On the basis of the above, and those other matters considered in this statement, it is considered that the proposed development accords with the Development Plan and there are no material considerations to indicate otherwise.

5. HIGHAM COMMON ROAD ROUNDABOUT - ASSESSMENT OF DEVELOPMENT PROPOSALS

- 5.1 It is considered that the key issues in the determination of the planning application are the principle of development, highways and traffic implication, heritage and flood risk. These issues, and other material considerations, are assessed against relevant planning policy below.

Design and Access

Amount

- 5.2 The new roundabout will provide a single four arm roundabout, two being links to the Higham Common Road, the third and fourth being an access to the MU1 site to the north of the junction.

Layout

- 5.3 The application will provide a new roundabout junction on Higham Common Road giving a southern access to the MU1 site. All proposed road marking will be implemented in accordance with the Traffic Signs Regulations and General Directions (TSRGD) and Traffic Signs Manuals Chapter 5 – Road Markings.

Scale

- 5.4 The proposed roundabout covers a total area of approximately 0.78 hectares.

Landscaping

- 5.5 The proposed roundabout will benefit from landscaping on site. A number of grass verges are to be implemented on all four of the proposed arms on the proposed roundabout. Where existing landscaping has been removed in order to facilitate the development has been replaced as part of the proposed development.

Highways

- 5.6 Policy T4 of the Local Plan states that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.
- 5.7 The application is supported by a Transport Assessment which provides details on the proposed layout of the scheme. It is demonstrated that:

- The point of connection into the Barugh Green site and the new link road will be in the form of two arms off the proposed roundabout located on Higham Common Road.
- The roundabout is designed to DMRB standards.
- Access to the new link road (through the MU1 development site) will be provided.
- Pedestrian crossings are provided along each arm of the roundabout, with pedestrian crossing islands located on every approach.
- A Road Safety Audit (Stage 1 and 2) is currently being undertaken for the proposals.

5.8 Pedestrian and cycle connections will be provided as part of the roundabout, which will mean that continuous footpaths are provided which link to existing infrastructure on each arm of the junction.

5.9 It is considered that the assessment demonstrate that the proposed roundabout is predicted to operate satisfactorily during the AM and PM peak hours, with negligible queuing in all scenarios. The roundabout has been designed to accommodate any future development and is not anticipated to generate any new trips itself.

5.10 Operational capacity assessments demonstrate that the proposed layout is predicted to be able to satisfactorily accommodate traffic growth and committed developments. A sensitivity test has been undertaken, confirming that traffic associated with the wider MU1 development proposals can also be supported in due course.

Ecology

5.11 Policy BIO1 of the Local Plan outlines that development will be expected to conserve and enhance the biodiversity and geological features of the Borough. Furthermore, development which may harm a biodiversity or geological feature or habitat, including ancient woodland and aged or veteran trees found outside ancient woodland, will not be permitted unless effective mitigation and/or compensatory measures can be ensured.

- 5.12 Furthermore, the NPPF identified that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains where possible.
- 5.13 The application is supported by an ecological survey which identifies that appropriate mitigation can be implemented on site can be implemented on site to ensure that there will be no adverse impacts upon any designated sites, habitats or protected and notable species. These measures include:
- Implementation of wildlife friendly lighting.
 - Site clearance and any vegetation clearance is undertaken outside of the main breeding bird season.
 - Lost plantation woodland could be replaced on the central island of the roundabout with similar habitat.
- 5.14 It is therefore considered that with the implementation of the above referenced measures, the site will not have a significant negative impact on the ecological potential of the site. As such, the proposals are in accordance with national and local policy requirements.

Air Quality

- 5.15 Policy AQ1 provides the statutory advice in relation to development within air quality management areas. This policy required development impacting on areas sensitive to air pollution to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development. Furthermore, development which impacts on areas sensitive to air pollution due to traffic emissions will be expected to demonstrate suitable and proportionate mitigation. This is further reiterated in Policy Poll1 which also addresses the implication of dust on future development.
- 5.16 The land subject to this application is located within Air Quality Management Areas (AQMA) as identified by Rotherham Council.
- 5.17 The application is supported by an Air Quality Assessment which assesses the proposed development in relation to background concentrations of localised pollution. A number of mitigation measures are proposed including, but not limited to:

- Protection of surfaces and exposed material from winds until disturbed areas are sealed and stable;
- Dampening down of exposed store materials, which will be stored as far from sensitive receptors as possible;
- Avoidance of activities that generate large amounts of dust during windy conditions;
- Avoid dry sweeping of large areas;
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable); and
- Minimisation of vehicle movements and limitation of vehicle speeds – the slower the vehicle speeds, the lower the dust generation.

5.18 It is therefore considered the enclosed report demonstrates that the proposed development will not lead to an unacceptable risk from air pollution, nor will it lead to any breach of national objectives as required by national policy. As such, it is concluded that there are no material reasons in relation to air quality why the proposed scheme should not proceed. The scheme is therefore in compliance with Policies AQ1 and Poll1.

Noise

5.19 As detailed above, Policy Poll1 discusses the Council's approach to pollution control and protection. It is outlined that development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

5.20 It is recognised that there are a number of existing residences in the vicinity of the site, therefore the application is supported by a Noise Impact Assessment to assess the noise impact of the scheme. This report concludes that the short-term magnitude of impact is classified as 'No Change' in accordance with the Design Manual for Road and Bridges (DMRB). It is also identified that the scheme has a 'negligible' long term noise impact to all properties. For those properties that may

have long term noise impacts, the implementation of mitigation via localised acoustic screening, which will reduce the noise impacts to 'negligible'.

- 5.21 As such, it is considered that, subject to the implementation of the recommended mitigation, the noise associated with the scheme would not give rise to any significant effects. The scheme therefore complies with Policy Poll1 of the Local Plan.

Landscape

- 5.22 Policy D1 states that development is expected to be of high quality and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley. In particular, development should include a comprehensive and high-quality scheme for hard and soft landscaping.
- 5.23 This application is supported by an Arboricultural Impact Assessment. The provisions and outcomes of this report identify that the proposed development is in accordance with the relevant local and national policy requirements. Furthermore, the proposed roundabout will benefit from landscaping on site. A number of grass verges are to be implemented on all four of the proposed arms on the proposed roundabout. Where existing landscaping has been removed in order to facilitate the development has been replaced as part of the proposed development.

Conclusion

- 5.24 On the basis of the above, and those other matters considered in this statement, it is considered that the proposed development accords with the Development Plan and there are no material considerations to indicate otherwise.

6. HIGHAM LANE/CAPITOL PARK ROAD IMPROVEMENTS -_ASSESSMENT OF DEVELOPMENT PROPOSALS

- 6.1 It is considered that the key issues in the determination of the planning application are the principle of development, highways and traffic implication, heritage and flood risk. These issues, and other material considerations, are assessed against relevant planning policy below.

Design and Access

Amount

- 6.2 Development proposals comprise the installation of a new four-arm unsignalised roundabout between Higham Lane and Capitol Close, and modification to the existing three-arm unsignalised A628 Whinby Road/Capitol Close roundabout

Layout

- 6.3 The development will form a new carriageway construction and resurfacing works in relation to the new four-arm roundabout between Higham Lane and Capitol Close, and the modification to the existing three-arm unsignalised A628 Whinby Road/Capitol Close roundabout.

Scale

- 6.4 The proposed highways works covers a total area of approximately 2.66 hectares.

Landscape

- 6.5 The proposed roundabout will benefit from landscaping on site. A number of grass verges are to be implemented on all arms of the proposed highways improvements works.

Highways

- 6.6 Policy T4 of the Local Plan states that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.
- 6.7 The application is supported by a Transport Assessment which provides details on the proposed layout of the scheme. It is acknowledged that the existing road network has excellent pedestrian facility provision, with extensive footways and

street lighting. It is important that the pedestrian and cycle infrastructure is maintained and developed as part of the new highway development.

- 6.8 Detailed junction capacity analysis has been carried out at the three junctions. The likely traffic associated with any future growth on the network can be satisfactorily accommodated by the proposed layout of the three junctions, with spare capacity and minimal queuing in all of the scenarios assessed.
- 6.9 It is therefore concluded that the proposals are acceptable from a transport and highways perspective and there is no reason, in highways terms, why the application should be refused.

Ecology

- 6.10 Policy BIO1 of the Local Plan outlines that development will be expected to conserve and enhance the biodiversity and geological features of the Borough. Furthermore, development which may harm a biodiversity or geological feature or habitat, including ancient woodland and aged or veteran trees found outside ancient woodland, will not be permitted unless effective mitigation and/or compensatory measures can be ensured.
- 6.11 The application is supported by a number of ecological reports. This report identifies a number of habitats and species that could be likely to be subject to adverse effects as a result of the development. However, a number of mitigation measures are recommended including, but not limited to:
- Provision of new hedgerow within the site of at least equivalent length should areas be lost as a result of the development;
 - Any retained woodland should be protected via the installation of tree protective fencing. Furthermore, any loss of woodland should be mitigated through replacement tree planting and management of retained areas.
 - Precautionary actions to be undertaken prior to and during the construction phase;
 - A sensitive lighting scheme should be implemented during the construction and operational phases of development;
 - Where necessary, further ecological studies may be required.

6.12 It is concluded that the site is not considered to support habitat or species that represent a significant constraint to development as proposed. Any loss of woodland or hedgerow required as a result of the development can be adequately compensated for.

Air Quality

6.13 Policy AQ1 provides the statutory advice in relation to development within air quality management areas. This policy requires development impacting on areas sensitive to air pollution to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development. Furthermore, development which impacts on areas sensitive to air pollution due to traffic emissions will be expected to demonstrate suitable and proportionate mitigation. This is further reiterated in Policy Poll1 which also addresses the implication of dust on future development.

6.14 The application is supported by an Air Quality Assessment which assesses the proposed development in relation to background concentrations of localised pollution. It is concluded that the impact on air quality during the operational phase of development is not predicted to be significant, therefore no mitigation is required. However, during the construction phase of the development mitigation measures are recommended, including:

- Recording of all dust and air quality complaints;
- Erecting barriers/screens around particularly dusty activities;
- Ensuring all vehicles switch off engines when stationary. Impose maximum speed limits on site;
- Use water assisted dust sweeper(s) on the access and local roads, to remove, as necessary any material tracked out of the site.

6.15 In conclusion, it is stated that the proposed scheme is predicted to result in non-significant impacts.

Landscape

6.16 Policy D1 states that development is expected to be of high quality and will be expected to respect, take advantage of and reinforce the distinctive, local character

and features of Barnsley. In particular, development should include a comprehensive and high-quality scheme for hard and soft landscaping.

- 6.17 The application is supported by an arboricultural constraints and opportunities plan that has informed the final layout of the proposed scheme. This report also makes recommendations with regards to the necessary mitigation that should be implemented on site during the construction period.

Flood Risk and Drainage

- 6.18 Policy CC3 identified the Council's approach to flood risk. This policy outlines that flooding will be reduced by a number of methods, the first being not permitting new development where it would be at an unacceptable risk of flooding from any sources of flooding or would give rise to flooding elsewhere.
- 6.19 Due to the size of the application site, the application is supported by a Drainage and Flood Risk Assessment. The report assesses the proposed risk to the site from both foul and surface water flooding and identifies the most appropriate drainage strategy for the development.
- 6.20 It is advised that foul water is proposed to discharge to the public foul sewer system in Capitol Close. Surface water will discharge to an existing public surface water sewer in Capitol Close at a restricted rate.
- 6.21 Overall, it is concluded that flood risk from all sources is low.

Heritage

- 6.22 Policy HE1 addresses the Council's approach to development likely to affect the historic environment of Barnsley. This policy states that the Council will positively encourage development which will help in the management, conservation, understanding and enjoyment of Barnsley's historic environment, especially for those assets which are at risk.
- 6.23 The submitted Archaeological Desk Based Assessment identifies that no designated heritage assets would be physically impacted upon by the proposals, neither would the setting of any designated heritage assets be affected by the proposals.
- 6.24 It is also recommended that there is no evidence to indicate the presence of remains which could preclude development. Therefore, it is anticipated that any

archaeological fieldwork, if deemed necessary, could be undertaken as a condition to consent.

Conclusion

- 6.25 On the basis of the above, and those other matters considered in this statement, it is considered that the proposed development accords with the Development Plan and there are no material considerations to indicate otherwise.

7. PLANNING BALANCE

7.1 The National Planning Policy Framework identifies the purpose of the planning system is to contribute to the achievement of sustainable development. The Planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

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 generation; and by fostering a well-designed and safe built environment, with accessible service 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.*

7.2 The proposed development seeks provision for future access link road to be delivered through the adjacent allocation of site MU1 as identified in the Barnsley Local Plan. These works will be delivered through the Sheffield City Region Investment Fund (SCRIF).

7.3 Policy MU1 of the Local Plan sets out the requirements for the allocation. It is stated that the site is proposed for mixed use development, predominantly for housing and employment with an indicative capacity of 1,700 dwellings and 43ha of employment land.

7.4 The proposal would support the aims and objectives of the NPPF towards the creation of sustainable patterns of development therefore contributing towards sustainable development. It is considered that the proposed development delivers the following benefits:

Economic

- 7.5 The proposed development will facilitate the access to serve the wider MU1 allocation that has the potential to deliver 43 of hectares of employment land. In a broader context this will equate to approx. 70,000 additional job and 3.1bn additional GVA.
- 7.6 Outside of the final outputs, the project will provide jobs at a local level during the construction period and will strengthen the local economy.

Social

- 7.7 Approximately 7,000 new homes are to be delivered as a result of the proposed development and the wider scheme to be implemented under the SCRIF Funding. The proposed infrastructure provides safe access for pedestrians and cyclists. The scheme will increase accessibility to the northern Claycliffe Business Park and southern Capitol Park.

Environmental

- 7.8 The proposed development seeks to reduce the pressure on the existing highways infrastructure of Barnsley, particularly to the M1 Junction 37 to the south. This will in turn lower the congestion and associated pollution at peak times. The construction of the development will be restricted to minimise pollution from the construction phase, particularly in terms of noise and air quality. As necessary, appropriate mitigation will be implemented to maintain a level of residential amenity for existing neighbours.
- 7.9 It is considered that the general principle of the development is acceptable. Further assessment of material considerations as detailed above, have been assessed and demonstrate that the proposals shall not result in unacceptable environmental effects.

8. CONCLUSION

- 8.1 Alongside the submitted drawings and accompanying reports, this statement has assessed the proposals against the context of the Development Plan and the advice given by the Government through planning policy guidance statements.
- 8.2 The applications seek planning permission for highways infrastructure works which will be delivered through the Sheffield City Region Investment Fund (SCRIF) to assist with accommodating the economic growth envisaged in the recently adopted Barnsley Local Plan. The works will also provide for a future access link road to be delivered through the adjacent allocation of site MU1 as identified in the Barnsley Local Plan.
- 8.3 This project, as part of wider works, aims to provide additional capacity to allow additional development to come forward in the vicinity of Junction 37 of the M1 at Capitol Park. The project aims to improve access to and from the M1 from Barnsley, relieve congestion in the immediate area and on the southbound exit from the M1 and alleviate air pollution. This project itself will deliver a significant mixed-use development on 122 hectares of land, comprising 43 hectares of employment land and 1,700 new homes.
- 8.4 The proposed development forms a sustainable development that forms the initial works to facilitate the future delivery of allocation MU1. The scheme provides a high-quality scheme that has accounted for the advice received during pre-application discussions and respects the wider setting of the area.
- 8.5 On the basis of the above, and those other matters considered in this statement, it is considered that the proposed development accords with the Development Plan and there are no material considerations to indicate otherwise. The Local Planning Authority is respectfully requested to approve the applications.

APPENDIX 1

SCREENING REQUEST

003.B.dt/P18-1848

17th December 2019

Planning and Building Control
Regeneration and Culture Service
Place Directorate
Barnsley Metropolitan Borough Council
P.O Box 604,
Barnsley
S70 9FE

Dear Sir/Madam,

Town and Country Planning (Environmental Impact Assessment) Regulations 2017: Request for EIA Screening Opinion in relation to Highways Works at Barugh Green Road, Higham Common Road and Higham Lane, Barnsley associated with the new Link Road between M1, Junction 37 and the A635, Barugh Green Road

I write with regard to the proposals described above and to request a screening opinion under Regulation 6 of the Town and Country Planning (Environment Impact Assessment) Regulations 2017 ('the EIA Regulations'), to determine whether or not the development is Environmental Impact Assessment ('EIA') development and to adopt a screening opinion accordingly. Planning applications for EIA development cannot be granted without an EIA being carried out and submission of an Environment Statement in support of the planning application. It is the applicant's opinion that the proposed development which is the subject of this request does not form EIA development for the purposes of the EIA Regulations.

Included with this request is a plan sufficient to identify the location of the site, plans illustrating the scheme proposals, a description of the nature of the development and its location and of any likely significant effects on the environment as required under Regulation 6(2) of the EIA Regulations.

Following this request, it is required under Regulation 6(6) that the Council adopt a screening opinion within 3 weeks beginning with the date of receipt of this request, unless a longer period not exceeding 90 days is agreed in writing with the person making the request. We look forward to receiving your response within the three week timeframe and will provide any further information you require in order that this can be achieved.

The Development

The overall proposal comprises a new link road which will provide a key route between M1 Junction 37 and the A635, Barugh Green Road. The need for such a link road is a long-held transport aspiration for BMBC and is supported by the Sheffield City Region Combined Authority.

Delivery of the new link road will help alleviate local traffic issues, particularly for residents of Higham and Barugh Green, with Higham Lane and Higham Common Road currently providing the primary access for heavy goods vehicles travelling between the M1 and Claycliffe Business Park.

Three separate planning applications are submitted in relation to the current phase of the works for the link road, as follows:

- Application 1 – Barugh Green Road Roundabout.
- Application 2 – Higham Common Road Roundabout.
- Application 3 – Higham Lane / Capitol Park Road Improvements.

It is understood that the remainder of the link road, which falls within the local plan strategic development site allocation (MU1) at Barnsley West, will be subject of a later planning application. However, for the purpose of this EIA Screening exercise, the entirety of the link road scheme and its potential environmental impacts have been considered, including the remaining parts of the project which do not form part of the current three applications but do form a necessary part of it. The overall link road scheme is referred to as 'the Project' in this request, although only the three application schemes are included in detail and will be the subject of planning applications.

The proposals are illustrated on the enclosed Plans:

- Barugh Green Road Roundabout and Higham Common Road Roundabout, plus an indicative alignment of the route between them: **Dwg ref: 100-SK-1001**
- Higham Lane / Capitol Park Road Improvements: **Dwg ref: HD/C563.69.1/GA/D/001**

The Site

The Project site subject to screening comprises the extent of the new link road from M1 Junction 37 to A635 Barugh Green Road, providing a north-western gateway into Barnsley. The route lies approximately 3km to the west of Barnsley town centre.

The site of the Project, is illustrated on the enclosed Plan: **Dwg ref: P18-1848.011**

Regulation 6(2) of the EIA Regulations requires the description of the location of the development to give regard to the environmental sensitivity of the geographical areas likely to be affected. As noted subsequently in this letter, the site does not lie within a 'sensitive area' under the definition of such given in Regulation 2(1), nor do any such sensitive areas lies within close proximity. There are also no local designations which cover the site.

EIA Requirement

Schedule 1 to the EIA Regulations identifies those types of development for which EIA is mandatory. The proposed development does not comprise Schedule 1 development; as the highways works proposed are not over 10km in length and there is no other category of development which is relevant to the Project.

Schedule 2 to the EIA Regulations lists the development types (with thresholds and criteria) for which there must be an assessment to determine whether the proposed development may require EIA because factors such as nature, size and location are likely to give rise to significant environmental effects. In other words, Schedule 2 development is only EIA development if it is likely to have significant effects on the environment.

The Project falls within the following definition of Schedule 2 to the EIA Regs:

- Paragraph 10 (f) '*Construction of roads (unless included in Schedule 1)*' as the overall area of development exceeds 1 hectare.

Where a decision-maker has to decide whether Schedule 2 development is EIA development, they must take into account information provided by the applicant, the results of any other environmental assessment available to the decision maker and, in accordance with Regulation 5(5) state the main reasons for their conclusion with reference to the relevant criteria set out in Schedule 3 'Selection criteria for screening Schedule 2 development'.

Relevant considerations include the 'characteristics of development' (its size, cumulative effects, use of natural resources, emissions/wastes and accident risks), the 'location of development' (including the existing land use, capacity of local natural resources, and absorption capacity of the surrounding natural environment), the 'types and characteristics of the potential impact', having regard in particular to extent, magnitude/complexity, probability, duration, frequency and reversibility and also 'the possibility of effectively reducing the impact' (i.e. through mitigation either

inherent in the design process, or provided as an additional element of the proposal).

These criteria include at Paragraph 1 (b) whether the characteristic of the development in respect of "cumulation with other existing development and/or approved development" and at para 3(g) in relation to type and characteristics of the potential impact "the cumulation of the impact of other existing and/or approved development" when making the assessment. For this reason, great care has been taken to ensure that the Project includes cumulative effects in that the entire link road scheme has fallen to be considered. The likelihood of environmental effects of traffic generated by potential future development traffic has been assessed, as such traffic is anticipated to make use of the new link road within its design life.

Planning Practice Guidance (last revised on 15 March 2019), hereafter referred to as the "PPG", forms part of the government's online based planning resource produced by the Department for Communities and Local Government and is to be considered alongside the National Planning Policy Framework 2018. The PPG contains advice on EIA regarding the procedure for deciding whether a Schedule 2 project is likely to have significant effects. This states that

"Only a very small proportion of Schedule 2 development will require an Environmental Impact Assessment. While it is not possible to formulate criteria or thresholds which will provide a universal test of whether or not an assessment is required, it is possible to offer a broad indication of the type or scale of development which is likely to require an assessment. It is also possible to provide an indication of the sort of development for which an assessment is unlikely to be necessary. To aid local planning authorities to determine whether a project is likely to have significant environmental effects, a set of indicative thresholds and criteria have been produced...The table also gives an indication of the types of impact that are most likely to be significant for particular types of development" (revised 28 July 2017 - Paragraph: 018 Reference ID: 4-018-20170728).

These thresholds are set out in an annex to the PPG titled 'Indicative Screening Thresholds' (Paragraph: 057 Reference ID: 4-057-2070720 – 20 July 2017 and Paragraph: 058 Reference ID: 4-058-20150326 – 26 March 2015),

The relevant Indicative criterion and threshold provided in the PPG for Development type 10 (f) *Construction of roads*, where 'the area of the works exceeds 1 hectare is **'new development over 2km in length'**. The length of the road in the Project extends for just over 2km. The 'key issues to consider' are stated to be "Estimated emissions, traffic, noise and vibration, the degree of visual intrusion and the impact on the surrounding ecology".

However, it is important as noted above that the PPG makes it clear that **'only a very small proportion of Schedule 2 development will require an Environmental Impact Assessment'** and that **"the figures in Column 3 are indicative only and are intended to help determine whether significant effects are likely. However, when considering the thresholds, it is important to also consider the location of the proposed development."**

The PPG stresses, in bold that:

However, it should not be presumed that developments above the indicative thresholds should always be subject to assessment, or those falling below these thresholds could never give rise to significant effects, especially where the development is in an environmentally sensitive location. Each development will need to be considered on its merits.

In the case of this Project, it is not considered that there is any likelihood for significant adverse environmental effects to arise when it is considered on its merits, including with regard to the mitigation measures proposed and noting its location outside a 'sensitive area'. The justification for this is discussed subsequently in the following section of this letter, where each of the key issues relating to development type 10(f) is set out in column 4 to Schedule 3, are addressed below with regard to the proposed development:

Potential increase in Traffic

Detailed Transport Assessment work has been undertaken by specialist transport consultants, Fore Consulting and a composite Technical Note setting out the findings of this work is enclosed with this letter. This confirms that the local highway network has the capacity to accommodate the vehicles to be generated by the new link road and that the roundabouts have been designed appropriately to allow for the full extent of these movements.

Fore Consulting therefore conclude with regard to published guidance and best-practice for considering highways impacts, that an EIA should not be required on the basis of the potential for increased traffic. Specifically, they concluded that:

'For the operational phase, it is concluded that the highways impact of the proposals will be beneficial and there would be no potential for residual adverse effects that could be considered significant in EIA terms.

For the construction phase, appropriate site-specific mitigation measures would be implemented to ensure construction activities were safe and satisfactory. It is concluded that there would be no potential for residual adverse effects that could be considered significant in EIA terms'.

Notwithstanding this, each of the three planning applications would be supported by a Transport Assessment as one of its technical supporting documents.

Potential increase in Emissions

Detailed Air Quality Assessment work relating to the Project has been undertaken by specialist air quality consultants at Wardell Armstrong and a composite Technical Note setting out the findings of this work is enclosed with this letter.

The modelling undertaken concludes that there are not likely to be significant impacts on pollutant concentrations as a result of the development of the proposed Highway Works at Barugh Green Road, Higham Common Road and Higham Lane, Barnsley associated with the new Link Road between M1, Junction 37 and the A635, Barugh Green Road. Furthermore, there would also be no likelihood of significant effects on the environment arising from the overall proposal (i.e. the completed link road between the Barugh Green Road and the Higham Road roundabouts and the SCRIF funded highway improvements). Specifically, it was concluded that:

'The modelling undertaken concludes that there would be no significant impacts on pollutant concentrations, in EIA terms, as a result of the development of any of the proposed Highways Works at Barugh Green Road, Higham Common Road and Higham Lane, Barnsley associated with the new Link Road between M1, Junction 37 and the A635, Barugh Green Road. Furthermore, there would also be no significant impacts arising from overall proposal (i.e. the completed link road between the Barugh Green Road and the Higham Common Road roundabouts and the SCRIF funded highway improvements).'

Potential increase in Noise and Vibration

Detailed Noise Assessment work related to the Project has been undertaken by specialist consultants at Environmental Noise Solutions and a composite Technical Note setting out the findings of this work is enclosed with this letter. This concludes that subject to the implementation of appropriate mitigation (see below), it is considered that noise associated with the roundabouts and link road on existing receptors is unlikely to give rise to any significant effects.

This mitigation would take the form of localised screening (bundling and/or acoustic fencing) alongside the proposed link road carriageway to screen properties on Barugh Green Road and Hermit Lane from the noise arising from vehicles using the new road. The detail of this mitigation will come forward as part of the subsequent application for the remainder of the link road, which falls within the local plan

strategic development site allocation (MU1) at Barnsley West, will be subject of a later planning application.

Potential for Visual Intrusion

Consideration has been given to the potential for visual impacts on properties, roads, rights of way and other publicly accessible locations in the vicinity of the new link road. As a consequence of the sensitive design of the proposals, with appropriate offset from properties it is not considered that the Project would be likely to result in any significant adverse visual effects.

Potential Impact on the Surrounding Ecology

Consideration has been given to the potential for impacts on ecology in the vicinity of the new link road. A suite of ecological survey work has been undertaken, including a desktop study, extended Phase I survey and Phase II protected species surveys. There are no Natura 2000 sites within 10km of the site and no statutory designated sites within 2km. It is therefore not considered that the Project would be likely to result in any significant effects on ecology.

Notwithstanding this, each of the three planning applications would be supported by an Ecological Assessment as one of its technical supporting documents.

Other Environmental Topics

Regard has also been given to the potential for significant effects to arise in relation to any other environmental topics as listed in the EIA Regulations, including ground conditions, flood risk, drainage and cultural heritage. No potential for significant effects to arise has been identified in relation to any other environmental topic.

Characteristics of the Development

The nature of the proposed development is for a development of a new road scheme of a kind which is typical of those found throughout the UK highways network and therefore would not result in any unusual, complex or potentially hazardous environmental effects. Nor would any effects extend over a wide area. It is therefore understood that the scale and characteristics of this development do not justify the submission of an EIA in terms of the likelihood of significant effects on the environment

Location of Development

In the EIA Regulations a 'sensitive area' under the definition of such given in Regulation 2(1), is land lying within SSSIs, National Parks, the Broads, World Heritage Sites, Scheduled Monuments, AONBs and sites covered by international

conservation designations. The site does not lie within such a 'sensitive area', nor are there any local designations which cover the site.

Characteristics of the Impact

The nature of the proposed Project is for a new link road of a type which is typical across the UK and is of a modest size overall when compared to the indicative thresholds and therefore would not result in any unusual, complex or potentially hazardous environmental effects. Nor would any potential effects extend over a wide area. It is our view therefore that the characteristics of any new impacts from this development would not justify the requirement for an EIA in terms of the likelihood of significant effects on the environment.

Potential effects on the environment

It is acknowledged that there are potential environmental effects which could arise from the proposed Project but which will be subject to appropriate mitigation, where necessary to reduce such effect. These aspects will be addressed through the provision of supporting reports to any planning application and none will result in the likelihood of significant environmental effects such that EIA would be required. However, it is considered that with regard to the screening criteria set out in Schedule 3 of the EIA Regulations and consideration of the detail of the Project and its siting generally, that no effect on the environment would be 'significant' such as to warrant undertaking an EIA.

In line with Regulation 5(b) within their Screening Opinion the LPA can state the measures envisaged to avoid, or prevent what might otherwise have been significant adverse effects on the environment, such that these can be controlled as elements of the proposals that must be retained in order to avoid the need for re-screening. We believe that the measures and findings outlined above would enable the LPA to take such an approach in this instance.

Notwithstanding the above (and that the link road project overall is the subject of this request for a screening opinion as the relevant 'project'), the three planning applications for the current phase of works associated with the link road, will be accompanied by appropriate technical reports which will appropriately address the localised environmental effects of the development.

Furthermore, the remainder of the link road, which falls within the local plan strategic development site allocation (MU1) at Barnsley West, would be subject of a later planning application for the strategic development overall which shall be accompanied by an Environmental Statement that shall also consider the impacts of the full extent of the link road cumulatively with the MU1 project.

On this basis, the screening opinion of the local authority is sought as to the requirement for Environmental Impact Assessment for the applications which make up the current phase of the proposed Project.

Should you require any additional information, please do not hesitate to contact me.

Yours faithfully,



DALE TURNER

Associate Environmental Planner

E-mail: dale.turner@pegasusgroup.co.uk

Enc.

- Barugh Green Road Roundabout and Higham Common Road Roundabout, plus an indicative alignment of the route between them: **Dwg ref: 100-SK-1001**
- Higham Lane / Capitol Park Road Improvements: **Dwg ref: HD/C563.69.1/GA/D/001**
- The site of the overall extent of the proposals: **Dwg ref: P18-1848.011**
- Technical Note – Transport (Fore Consulting – 19.11.19)
- Technical Note – Noise (ENS - 13.11.19)
- Technical Note – Air Quality (Wardell Armstrong – 18.11.19)

DO NOT SCALE

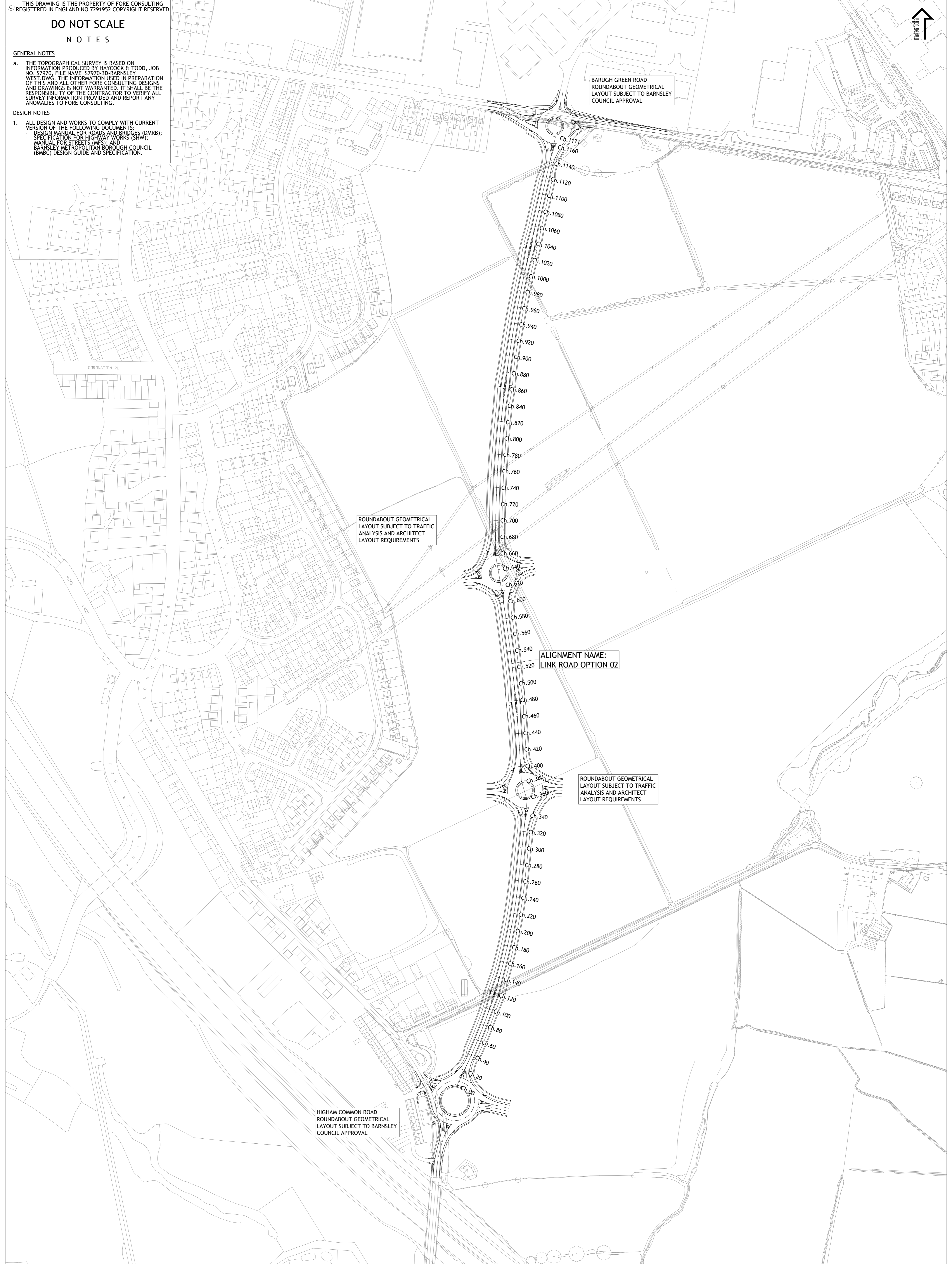
NOTES

GENERAL NOTES

a. THE TOPOGRAPHICAL SURVEY IS BASED ON INFORMATION PRODUCED BY HAYCOCK & TODD, JOB NO. S7970, FILE NAME S7970-3D-BARNSELY WEST.DWG. THE INFORMATION USED IN PREPARATION OF THIS AND ALL OTHER FORE CONSULTING DESIGNS AND DRAWINGS IS NOT WARRANTED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL SURVEY INFORMATION PROVIDED AND REPORT ANY ANOMALIES TO FORE CONSULTING.

DESIGN NOTES

1. ALL DESIGN AND WORKS TO COMPLY WITH CURRENT VERSION OF THE FOLLOWING DOCUMENTS:
 - DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB);
 - SPECIFICATION FOR HIGHWAY WORKS (SHW);
 - MANUAL FOR STREETS (MFS); AND
 - BARNSELY METROPOLITAN BOROUGH COUNCIL (BMB) DESIGN GUIDE AND SPECIFICATION.



BARUGH GREEN ROAD
 ROUNDABOUT GEOMETRICAL
 LAYOUT SUBJECT TO BARNSELY
 COUNCIL APPROVAL

ROUNDABOUT GEOMETRICAL
 LAYOUT SUBJECT TO TRAFFIC
 ANALYSIS AND ARCHITECT
 LAYOUT REQUIREMENTS

ALIGNMENT NAME:
 LINK ROAD OPTION 02

ROUNDABOUT GEOMETRICAL
 LAYOUT SUBJECT TO TRAFFIC
 ANALYSIS AND ARCHITECT
 LAYOUT REQUIREMENTS

HIGHAM COMMON ROAD
 ROUNDABOUT GEOMETRICAL
 LAYOUT SUBJECT TO BARNSELY
 COUNCIL APPROVAL

REV	DESCRIPTION	DATE	BY
A	MINOR IMPROVEMENTS TO HORIZONTAL ALIGNMENT	05.11.2019	ML

Client: STRATA STERLING BARNSELY WEST LTD
 Project: BARNSELY WEST

Drawing Title: GENERAL ARRANGEMENT - LINK ROAD OPTION 2

Fore Consulting Limited
 2nd Floor, Queens House
 34 Wellington Street
 Leeds LS1 2DE
 0113 2460014
 enquiries@foreconsulting.co.uk
 www.foreconsulting.co.uk

Drawn by	Checked by	Issue Date	Scale	Format
ML	PI	03.10.2019	1:2000	A1

FOR COMMENT

9014 100-SK-1001 A



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 10002264 (2009).

Rev.	By	Amendments	Date

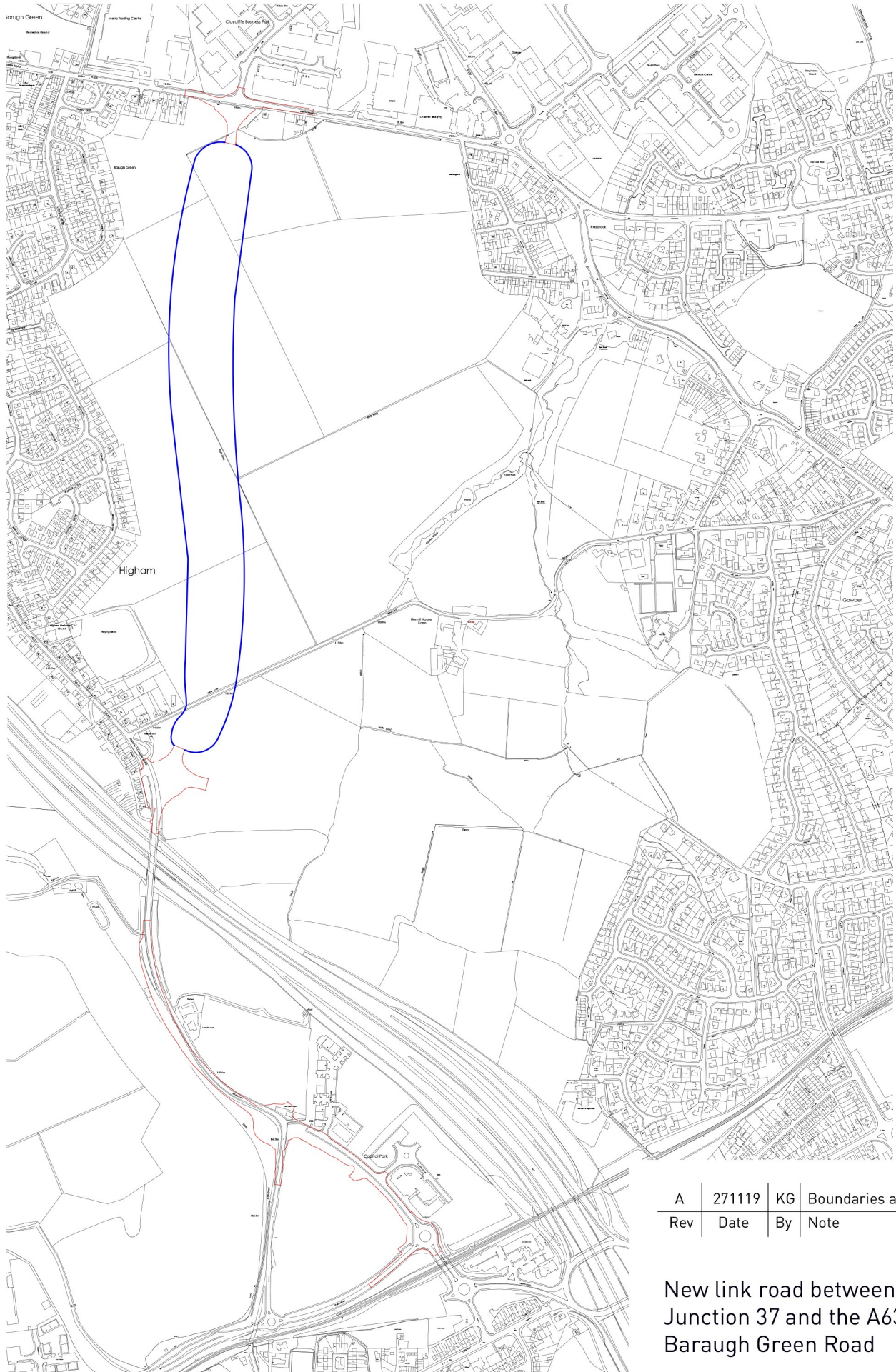


Project
J37 PHASE2

Drawing title
GENERAL LAYOUT

Scale	Drawn	Checked	Date
1:1000 @ A0	AJ		MAY 19
Drawing No.	Revision	File	
HD/C563.69.1/GA/D/001		C563.69.1	

Paul Castle Service Director Place Directorate
Environment & Transportation (Business Unit 6)
P.O. Box 601, Westgate Plaza One, Westgate
Barnsley. S70 9FA
Tel. (01226) 770770 Fax. (01226) 772222



Rev	Date	By	Note
A	27/11/19	KG	Boundaries amended

New link road between M1 Junction 37 and the A635, Baraugh Green Road

KEY Extent of the three applications in the current phase

Indicative route of remaining works



Client: Strata REV: A
 DRWG No: P18-1848.011 Approved by: DT
 Drawn by : KG
 Date: 08/11/19
 Scale: Not to scale @ A4



EIA Screening: Transport

19 November 2019
Version 1.0
Issue



1 Transport and Access

1.1 Development Proposal

This note is prepared in association with the preparation of three related planning applications for the delivery of new highway infrastructure works to facilitate access and support economic development and housing delivery in Barnsley. The three planning applications are as follows:

- Application 1 - Barugh Green Road Roundabout.
- Application 2 - Higham Road Roundabout.
- Application 3 - Higham Lane / Capitol Park road improvements.

This short note is to set out the potential transport impacts of the proposed development in Environmental Impact Assessment (EIA) terms on the road network in the surrounding area to the site and in particular to identify whether there would be the potential for any 'significant' transport effects to arise.

1.2 Site Context

A new link road is proposed which will provide a key route from M1 Junction 37 up to A635 Barugh Green Road, providing a north-western gateway into Barnsley. The need for a new link road between M1 Junction 37 and A635 Barugh Green Road is a long-held transport aspiration for BMBC and is supported by the Sheffield City Region Combined Authority.

Delivery of the new link road will help alleviate local traffic issues, particularly for residents of Higham and Barugh Green, with Higham Lane and Higham Common Road currently providing the primary access for heavy goods vehicles travelling between the M1 and Claycliffe Business Park. The proposed adoption of Capitol Close which is a private road and the new connection between Capitol Close and Higham Lane under "Application 3" will shorten the route for traffic passing between Barugh Green in the north and J37 in the south.

The three elements of the development as set out above will provide future access to enable the future delivery of the new link road, as identified in the adopted Local Plan. Whilst the new link road will be subject to a future planning application, as part of the strategic development site (MU1), the impacts of the introduction of the new link road and associated highway infrastructure improvements as a whole, have been assessed as part of the consideration of the potential for significant transport effects to arise for the three elements of the development as set out above.

Therefore, for the purpose of this EIA Screening exercise, the potential environmental impacts of the entirety of the link road has been considered, including the remaining element which does not form part of the current three applications.

1.3 Planning Policy Context

1.3.1 National Planning Policy

A revised 'National Planning Policy Framework' (NPPF) was published by the Ministry of Housing, Communities and Local Government (MHCLG) in February 2019. It sets out national planning policy for England and in particular how the planning system is to contribute to achieving sustainable development. Compliance with this will be assessed as part of the three planning applications as set out above.

1.3.2 Local Planning Policy

The Barnsley Local Plan (adopted January 2019) comprises provisions in respect of the new link road as part of the policy for site MU1.

1.4 Approach

A Transport Statement (TS) will be prepared for each of the development proposals and will be included as part of the respective planning applications. The TS will follow the guidance set out in Planning Practice Guidance¹. The TS will include sections on relevant transport planning policy; accessibility by all modes, and assessment of the impact of the development on the safe operation the local highway network.

Changes to the transport network to mitigate the impact of the development may involve:

- A schedule of phasing for the identified improvements.

¹ Department for Communities and Local Government, 2014, 'Travel Plans, Transport Assessments and Statements in Decision-Taking', Planning Practice Guidance.

- A construction protocol to set out how the construction traffic would be managed to mitigate any adverse impacts.

The methodology and scope of the TS that would be necessary for each of the three applications has been discussed previously with BMBC, with an agreement reached regarding the scope of the assessments to be undertaken. For each planning application it is anticipated that the TS for the proposed development will comprise the following:

- Identification of the scope of the assessment area. Specifically, the TS will assess the proposed roundabout junction and proposed road improvements.
- Determination and identification of the existing (baseline) conditions on the local highway network.
- Assessment of the impact of forecast trips on the local transport network; associated with the future provision of the new link road.
- Identification and assessment of mitigation measures either to be provided as part of the proposed development or to be delivered separately (including off-site highway works where necessary).

In considering the effects of the development proposals (with and without the new link road), the weekday AM and PM peak periods (07:00 to 10:00 hours and 16:00 to 19:00 hours) will be considered. These periods represent the maximum effect expected on the local transport network from the development, associated with existing and future peak patterns of demand and development-related trips.

1.5 Assessment Scenarios Considered

The following scenarios have been considered and take into account overall cumulative effects of the overall proposal (i.e. the completed link road between the Barugh Green Road and the Higham Common Road roundabouts and the SCRIF funded highway improvements):

- 2018 Base Year.
- 2021 Opening Year - Barugh Green Road/Higham Common Road Roundabouts only.
- 2033 Future Year (no link road, roundabouts or MU1 development).
- 2033 Future Year (including both roundabouts and link road).

A summary of results of the findings (both operation and construction phases) are presented in this technical note.

1.6 Assessment of Likely Significant Effects

This section covers the potential impacts and issues of the three elements of the development, including the remainder of the link road which will connect the two roundabout junctions.

The IEMA guidelines set out a methodology for assessing potentially significant environmental effects where a proposed development is likely to give rise to changes in traffic flows.

In accordance with IEMA guidelines, in the absence of established significance criteria for traffic and transport effects, professional judgement has been used to assess the significance level attributed to the impacts of the development.

The magnitude of the potential impact on traffic on the local highway network is considered in respect of the percentage impact of the development traffic against the baseline traffic flows whilst the sensitivity of the receptor is considered in respect of the operational capacity of the junctions on the study network.

The magnitude of the potential impact on accidents and safety is considered in respect of the percentage impact of the development traffic against the baseline traffic flows whilst receptors of accidents are considered to be of high sensitivity.

The magnitude of the potential impact on sustainable travel is considered in respect of the additional traffic volumes on the surrounding public transport and pedestrian and cycle network, whilst the sensitivity of the receptor is considered broadly in terms of the quality of the infrastructure and pleasantness of journeys.

1.7 Operational Phase for the Proposed Development

The proposed development primarily consists of two priority controlled roundabout junctions to provide for a future access to the new link road along with further associated highways improvements at Higham Lane / Capitol Park Road. With the delivery of the new link road, there is some strategic diversion of traffic flows on the wider network. These changes in traffic flows as a result of the new link road have been assessed by AECOM, using the Barnsley SATURN traffic model. A summary of the predicted traffic flows by link at future year 2033 (with and without the link road) is presented at Appendix A.

Overall the total traffic flows at future year 2033 are broadly the same with the link road as without, however the reassignment of traffic flows provides some benefits and disbenefits to different areas of the local road network. The extent of the changes in traffic flow by road link is presented in Table 1.

Table 1: Predicted AADT Flow Changes by Link

Junction	Link	2033 Do Min (No Link Road)	2033 Do Min (With Link Road)	% Change
		2-Way Flow	2-Way Flow	
Cawthorne Rd / B6428 Barugh Lane / Barugh Green Rd / Higham Common Rd	B6428 Barugh Lane	10,001	4,822	-52%
	Barugh Green Road	10,553	7,160	-32%
	Higham Common Road	7,953	3,823	-52%
Barugh Green Rd / Cannon Way / Site Access	Barugh Green Road west	11,853	19,189	62%
Barugh Green Rd / Whaley Rd / Claycliffe Rd / A635	Barugh Green Road west	12,337	18,678	51%
Whinby Rd / B6449 Roundabout	B6449	11,469	15,149	32%
Whinby Rd / Capitol Close Roundabout	Capitol Close	3,551	14,618	312%
	Whinby Road west	22,054	14,435	-35%
Whinby Rd / Higham Lane Roundabout	Higham Lane	11,069	4,739	-57%
	Whinby Road east	22,334	15,326	-31%
Higham Common Rd / Site Access	Higham Common Road north	11,104	7,644	-31%
	Higham Common Road south	11,104	7,644	-31%

Benefits

The reassignment of traffic flows on the local highway network removes a considerable amount of traffic from Barugh Green village, and in particular from the Barugh Green signal-controlled crossroads. As such, when completed, the new link road represents a permanent, long term benefit in terms of the operation of the highway network in Barugh Green and Higham residential areas. The significant benefit of this reassignment is removing traffic from a congested area of the network which includes static queueing at the existing signal-controlled junction. The road will also provide cycle and pedestrian links which will support sustainable movements in Barugh Green.

There are other localised benefits in terms of a reduction in traffic flows which are shown in the table at Appendix A, such as Higham Lane and Dodworth Road.

Disbenefits

The reassignment of traffic flows on the highway network increases traffic flows in localised areas as a consequence of the network changes. Overall traffic flows are broadly

the same on the wider highway network however there are local increases along Barugh Green Road (east) up to the Chestnut Tree Roundabout and on the improved route to towards J37 of the M1 through Capitol Close.

1.8 Operational Phase Conclusions

For the operational phase, it is concluded that the highways impact of the proposals will be beneficial and there would be no potential for residual adverse effects that could be considered significant in EIA terms.

1.9 Construction Phase Conclusions

For the construction phase, appropriate site-specific mitigation measures would be implemented to ensure construction activities were safe and satisfactory. It is concluded that there would be no potential for residual adverse effects that could be considered significant in EIA terms.

Appendix A

2033 AADT Link Flows

Impact of Link Road and Associated Infrastructure on Future Year Traffic Flows

Development Traffic Flows - 24hr AADT

Location	Link	2033 Do Min (No Link Road)			2033 Do Min (Including Link Road)			2033 Difference (Impact of Link Road)		
		24hr AADT	24hr AADT HGV	HGV %	24hr AADT	24hr AADT HGV	HGV %	Absolute	Percentage	
		2-Way Flow	2-Way Flow	2-Way Flow	2-Way Flow	2-Way Flow	2-Way Flow	2-Way Flow	2-Way Flow	
1	Cawthorne Rd / B6428 Barugh Lane / Barugh Green Rd / Higham Common Rd	Cawthorne Road	10,260	218	2%	8,689	193	2%	-1,571	-15%
		B6428 Barugh Lane	10,001	367	4%	4,822	316	7%	-5,180	-52%
		Barugh Green Road	10,553	430	4%	7,160	340	5%	-3,393	-32%
		Higham Common Road	7,953	382	5%	3,823	217	6%	-4,129	-52%
2	Barugh Green Rd / Cannon Way / Site Access	Barugh Green Road west	11,418	436	4%	9,199	346	4%	-2,218	-19%
		Cannon Way	2,669	147	5%	2,487	146	6%	-182	-7%
		Barugh Green Road east	11,853	465	4%	19,189	375	2%	7,336	62%
		Site Access	0	0	N/A	10,296	0	0%	10,296	N/A
3	Barugh Green Rd / Whaley Rd / Claycliffe Rd / A635	Barugh Green Road west	12,337	448	4%	18,678	357	2%	6,341	51%
		A637 Claycliffe Road	17,348	282	2%	20,858	281	1%	3,511	20%
		Whaley Road	5,433	147	3%	5,289	146	3%	-144	-3%
		A635	28,616	594	2%	28,038	504	2%	-578	-2%
4	M1 Junction 37	M1 southbound off slip	8,948	259	3%	9,018	240	3%	69	1%
		A628 Dodworth Road	32,751	1,023	3%	31,370	972	3%	-1,381	-4%
		M1 southbound on slip	15,015	503	3%	15,031	463	3%	16	0%
		M1 northbound off slip	14,614	603	4%	15,061	562	4%	447	3%
		Whinby Road	31,671	1,232	4%	36,195	1,066	3%	4,524	14%
		M1 northbound on slip	9,363	276	3%	9,608	258	3%	245	3%
5	Whinby Rd / B6449 Roundabout	Whinby Road east	30,670	1,214	4%	35,559	1,048	3%	4,888	16%
		B6449	11,469	158	1%	15,149	146	1%	3,681	32%
		Whinby Road north	24,452	1,137	5%	28,184	960	3%	3,733	15%
6	Whinby Rd / Capitol Close Roundabout	Capitol Close	3,551	106	3%	14,618	105	1%	11,067	312%
		Whinby Road south	24,566	1,184	5%	28,251	1,007	4%	3,684	15%
		Whinby Road west	22,054	1,090	5%	14,435	914	6%	-7,619	-35%
7	Whinby Rd / Higham Lane Roundabout	Higham Lane	11,069	457	4%	4,739	252	5%	-6,330	-57%
		Whinby Road east	22,334	1,078	5%	15,326	902	6%	-7,008	-31%
		Whinby Road west	17,990	822	5%	17,771	791	4%	-219	-1%
8	Higham Common Rd / Site Access	Higham Common Road north	11,104	235	2%	7,644	234	3%	-3,460	-31%
		Site Access Employment	0	0	N/A	0	0	0%	N/A	N/A
		Site Access Link Road	0	0	N/A	8,765	0	0%	8,765	N/A
		Higham Common Road south	11,104	235	2%	7,644	234	3%	-3,460	-31%

Our ref: Barnsley West Screening Memo 13.11.19

13th November 2019

Mr. Dale Turner
Pegasus Group
Pavilion Court
Green Lane
Garforth
Leeds
LS25 2AF



Introduction

This note is prepared in association with the preparation of three related planning applications for the delivery of new highway infrastructure works to facilitate access and support economic development and housing delivery in Barnsley. The three planning applications are as follows:

- Application 1 – Barugh Green Road Roundabout.
- Application 2 – Higham Road Roundabout.
- Application 3 – Higham Lane / Capitol Park road improvements.

This short note is to set out the potential noise impacts of the proposed development in Environmental Impact Assessment (EIA) terms on the surrounding area to the site and in particular to identify whether there would be the potential for any 'significant' noise effects to arise.

Baseline Conditions

The baseline noise climate in the vicinity of the Scheme is predominantly due to distant road traffic on the M1 motorway, with localised contributions from local road traffic on Barugh Green Road and Higham Common Lane.

Methodology and Surveys Undertaken

Baseline noise surveys in September 2019 and October 2019 have been undertaken in accordance with British Standard (BS) 7445-1: 2003 'Description and Measurement of Environmental Noise: Guide to Quantities and Procedures'.

Consultation Undertaken

Following a meeting with Environmental Health Officers at Barnsley Metropolitan Borough Council, it is understood that the impact of the Scheme would be assessed against Design Manual for Roads and Bridges (DMRB): Volume 11: Environmental Assessment.

Summary of Potential Impacts

Any increase in noise levels associated with development-led traffic will be based on the findings of a Traffic Assessment for the Scheme and assessed in accordance with the Department for Transport's DMRB.

The DMRB considers that changes in the traffic noise level of less than 1 dB $LA_{10,18hr}$ (short term) or 3 dB $LA_{10,18hr}$ (long term) would give rise to a negligible noise impact.

A change in noise level of 1 dB $LA_{10,18h}$ is equivalent to a 25% increase or a 20% decrease in traffic flow (assuming other factors remain unchanged), and a change in noise level of 3 dB $LA_{10,18h}$ is equivalent to a 100% increase or a 50% decrease in traffic flow.

The noise impacts of the Scheme on existing receptors may be categorised as:

- Operational traffic using the proposed roundabouts and link road.
- Operational development-led traffic using existing road links.

The **short term** noise impact is assessed by comparing the Do-Minimum scenario (without the Scheme) in the baseline year against Do-Something scenario (with the Scheme) in the baseline year.

The **long term** noise impact is assessed by comparing the Do-Minimum scenario in the baseline year against Do-Something scenario in the future assessment year.

18 hour AAWT traffic flows have been produced by Fore Consulting for:

- **2021** – The opening year of the Scheme following implementation of the works covered by the three current planning applications (adopted as ‘baseline year’); and
- **2033** – Future period following implementation of the works covered by the three current planning applications, plus the works associated with the remainder of the link road, which will be subject of a later planning application (i.e. when the full link road is operational). Adopted as ‘future assessment year’.

Operational traffic using the proposed roundabouts and link road

A series of LA_{10, T} measurements were undertaken during the daytime in the vicinity of existing receptors. Using the methodology contained in the Calculation of Road Traffic Noise (CRTN), these measurements have been used to calculate the existing LA_{10, 18hr} at the nearest existing residential dwellings.

The LA_{10, 18hr} levels at the façades of the nearest receptors to the Scheme have been modelled in accordance with the procedure contained in the CRTN, using 18 hour AAWT traffic flows prepared by Fore Consulting.

The calculations indicate a < 1 dB LA_{10, 18hr} increase in the **short term** noise levels at all receptors in the vicinity of the roundabouts and link road.

In terms of the **long term** noise impact, the calculations indicate:

- +5.5 dB increase at 220 Barugh Green Road. This represents a **moderate** long term impact in accordance with the DMRB.
- +4.2 dB increase at properties on Hermit Lane. This represents a **minor** long term impact in accordance with the DMRB.

Consideration should be given to providing mitigation in the form of localised screening (bundling and/or acoustic fencing) alongside the proposed link road carriageway to screen the above properties from the Scheme.

Assuming a conservative 10 decibels attenuation for the screening (in accordance with BS 5228:2009 Part 1 ‘Noise Control on Construction and Open Sites’), the long term increase in noise levels will be reduced to < 3 dB LA_{10, 18hr} (a **negligible** long term impact in accordance with the DMRB).

Remaining existing receptors in close proximity to the Scheme are set to experience < 3 dB LA_{10, 18hr} increase in the long term as a result of the roundabouts and link road. This represents a **negligible** impact in accordance with the DMRB.

Operational development-led traffic using existing road links

The draft 18 hour AAWT traffic flows prepared by Fore Consulting illustrates that the Scheme will give rise to < 25% percent increase at all existing road links in the **short term**, which corresponds to a **negligible** impact.

With the exception of 'Barugh Green Road' (to the east of the proposed Barugh Green Road Roundabout) and 'Capitol Close', the draft 18 hour AAWT traffic flows prepared by Fore Consulting illustrate that the Scheme will give rise to < 100% percent increase at all existing road links in the **long term**, which corresponds to a **negligible** impact.

The Barugh Green Road link to the east of the proposed Barugh Green Road Roundabout is set to experience a 123% increase in 18 hour AAWT traffic flow in the long term. The increase in road traffic baseline noise level may be calculated for this road link using the guidance set out in CRTN.

Calculations have incorporated an assumption that vehicle speed limits are to remain unchanged at 40 mph (64 km/h) with the traffic flows and HGV percentages as provided. On this basis, the road traffic noise level increase at this road link is calculated at +2.9 dB LA10, 18hr, which represents a **negligible** impact.

Whilst Capitol Close is set to experience a 702% increase in 18 hour AAWT traffic flow in the long term, this is an industrial estate road (not residential) and the increase is due to the new road junction with Higham Lane, which re-routes industrial estate traffic.

Full details of the above assessments are contained in ENS report ref: NIA/8648/19/8773 v1.

Conclusions

In accordance with the DMRB, the Scheme has a 'negligible' **short term** noise impact at all properties.

In accordance with the DMRB, the Scheme has a 'negligible' **long term** noise impact at all properties except 220 Barugh Green Road and properties on Hermit Lane.

Long term (i.e. when the full link road is operational) noise impacts at 220 Barugh Green Road and Hermit Lane may be mitigated via localised acoustic screening, which will reduce the noise impacts to '**negligible**'.

In conclusion, subject to the implementation of the mitigation identified above, it is considered that noise associated with the roundabouts and link road on existing receptors would not give rise to any significant effects. There would therefore be no noise matters that would warrant the need for an Environmental Impact Assessment to be undertaken.

I trust the foregoing is sufficient for your needs. Should you have any queries regarding the above, please do not hesitate to contact me.

Yours sincerely

Thomas Crabb
MIOA, Diploma in Acoustics and Noise Control
Environmental Noise Solutions Limited

Air Quality Technical Note



CLIENT:	Rex Proctor and Partners on behalf of Strata Sterling Barnsley West Limited
PROJECT:	Barnsley West Roundabout Applications
SUBJECT:	Provision of Air Quality Input relating to the proposed Highways Works at Barugh Green Road, Higham Common Road and Higham Lane, Barnsley associated with the new Link Road between M1, Junction 37 and the A635, Barugh Green Road
JOB NO.:	ST17019
DATE:	November 2019
PREPARED BY:	Mariam Weatherley

Introduction

Wardell Armstrong (WA) LLP has been commissioned by Rex Proctor and Partners on behalf of Strata Sterling Barnsley West Limited to consider the potential for air quality impacts from the proposed highways works and in particular to establish whether there would be the potential for 'significant' air quality effects to arise, in Environmental Impact Assessment (EIA) terms. This has been determined through undertaking a detailed air quality modelling assessment (dispersion modelling), informed through the provision of detailed road traffic data from Fore Consulting and available monitoring data to check the performance of the model.

The Development

The overall proposal comprises a new link road which will provide a key route between M1 Junction 37 and the A635, Barugh Green Road. The need for such a link road is a long-held transport aspiration for BMBC and is supported by the Sheffield City Region Combined Authority.

Delivery of the new link road will help alleviate local traffic issues, particularly for residents of Higham and Barugh Green, with Higham Lane and Higham Common Road currently providing the primary access for heavy goods vehicles travelling between the M1 and Claycliffe Business Park.

Air Quality Technical Note

Three separate planning applications are submitted in relation to the current phase of the works for the link road, as follows:

- Application 1 – Barugh Green Road Roundabout.
- Application 2 – Higham Common Road Roundabout.
- Application 3 – Higham Lane / Capitol Park Road Improvements.

It is understood that the remainder of the link road, which falls within the local plan strategic development site allocation (MU1) at Barnsley West, will be subject of a later planning application. However, for the purpose of this EIA Screening exercise, the potential environmental impacts of the entirety of the link road has been considered, including the remaining element which does not form part of the current three applications.

Scenarios Considered

The following scenarios have been considered and take into account overall cumulative effects of the overall proposal (i.e. the completed link road between the Barugh Green Road and the Higham Common Road roundabouts and the SCRIF funded highway improvements):

- 2018 Base Year;
- 2021 Opening Year – Barugh Green Road and Higham Common Road Roundabouts only;
- 2033 Future Year (No link road, roundabouts or MU1 development); and
- 2033 Future Year (including both roundabouts and link road).

A summary of results of the findings (both operation and construction phases) are presented in this technical note.

Operational Phase Conclusions

For all scenarios, there are no new breaches of air quality objectives predicted as a result of the proposed roundabouts, or cumulatively when taking into account the completed link road and other highways improvements. This includes air quality areas of concern along the M1 corridor Air Quality Management Area (AQMA) and the A628 AQMA.

Air Quality

Technical Note

Although the roundabouts alter the alignment of the road, they do not generate any additional traffic, rather they redistribute traffic from the existing road network to the link road on completion. Any potential air quality impacts, however, will be below air quality objectives and therefore considered to be not significant.

Construction Phase Conclusions

A review of relevant guidance has been undertaken to consider the potential for significant effects during the construction phase of the roundabouts. The review has taken into account the Institute of Air Quality Management (IAQM) document 'Guidance on the Assessment of Dust from Demolition and Construction' (February 2014).

In accordance with the guidance, it is considered that there will be a 'not significant' effect associated with dust and fine particulate matter associated with activities associated with the construction phase, with appropriate site-specific mitigation measures in place as recommended in IAQM guidance.

Summary

The modelling undertaken concludes that there would be no significant impacts on pollutant concentrations, in EIA terms, as a result of the development of any of the proposed Highways Works at Barugh Green Road, Higham Common Road and Higham Lane, Barnsley associated with the new Link Road between M1, Junction 37 and the A635, Barugh Green Road. Furthermore, there would also be no significant impacts arising from overall proposal (i.e. the completed link road between the Barugh Green Road and the Higham Common Road roundabouts and the SCRIF funded highway improvements).

In addition, it should be noted that the Barugh Green Road roundabout and Higham Common Road roundabout developments and associated link road, will be addressed further during the EIA air quality assessment of the forthcoming MU1 Barnsley West application.

APPENDIX 2

SITE LOCATION COMPOSITE PLAN



rev	description	drawn	checked	date
P01	First Issue	SD	AM	24/07/2018

B
 BOND BRYAN

The Church Studio Springsdale Road Sheffield S10 1LP
 t 0114 266 2040
 e info@bondbryan.co.uk
 w www.bondbryan.co.uk

Strata Sterling Barnsley West Ltd
 Barnsley West Masterplan

Proposed Highways Site Location Plan

Originator project ref 00000	Purpose of Issue Design
Scale(s) 1:2500	Status S1 Issued For Information
Paper size A3	Revision P01 Preliminary

project	originator	volume	level	type	note number	status	revision
19028	BBA	ZZ	ZZ	DR	A-1007	S1	P01

