BARNSLEY
Metropolitan Borough Council

Planning and Transportation
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Dear Mr Stott

Scoping Opinion for Mixed Use Redevelopment, Comprising Retail and Leisure, Including New Market, Multi Storey Car Park, New Pedestrian Routes, Means of Access and Open Space at Land Between Cheapside/May Day Green/Kendray Street/Lambra Road East of Railway Line (The Barnsely Market Site) and Land West of Railway Line (Formerly the CEAG Site) Between Kendray Street and Harborough Hill Road, Barnsley

I refer to your request for a Scopining Opinion, dated 28th March 2011, in relation to the above development. Following receipt of your request, the Council has consulted statutory consultees and notified a number of other consultees and I have attached copies of the comments received.

Taking into account 'Regulation 10' of the EIA Regulations (1999 – as amended), I write to you to communicate what are considered likely to be the main effects of the development and, therefore, the topics on which the ES should focus.

Townscape and Visual Assessment

I agree that the Townscape and Visual Assessment section should be based on the issues set out in your scoping request. The Assessment should also consider the findings of the Barnsley Building Heights Study (see attached) and use some of the strategic views identified on page 18 as a basis for assessing the impact on longer distance views. Views from Queens Street, Cheapside (looking down the proposed Midland Street), The Arcade, the Interchange, Schwabisch Gmund Way (looking towards the railway elevation), Lambra Road (towards the service yard) Queens Road, Oakwell should all be assessed and ideally supported by photomontages and/or 3D perspectives.

Archaeology and Cultural Heritage

I agree that the Archaeology and Cultural Heritage section should be based on the issues set out in your scoping request. This section should also consider the

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proposal against policy CSP 30 (Historic Environment) in the Submission Version of the Core Strategy.

Contamination & Ground Conditions

The site is affected by contamination due to previous uses as a gas works and a foundry. A remediation scheme would need to be included in the ES along with the site investigation reports that has already been completed. The remediation would have to be undertaken on a phased basis, as the access to the entire site would be limited around demolition and storage of crushed material. I would expect the phasing of the works to be highlighted within the remediation strategy.

Past Coal Mining activities and the presence of coal within the site should be fully considered, in particular:

- The location and stability of abandoned mine entries
- The extent and stability of shallow mine workings
- Outcropping coal seams and unrecorded mine workings
- Hydrogeology, mine water and mine gas

Transport

Regular meetings have been arranged between officers from BMBC's Highways & Engineering Service and your Highways Consultant (MVA) in order to establish the issues that need to be addressed in the Transport Impact Assessment. It was agreed that the following junctions should be considered, with detailed modelling undertaken at locations where traffic flows are forecast to increase by more than 5% as a result of the development:

- Wesley Street/Lambra Road
- Schwabisch Gmund Way/Kendray Street
- Alambra Roundabout
- Pontefract Road/Lambra Road
- West Way/Upper New Street
- Town End Roundabout
- Sheffield Road/Taylor Row
- Sheffield Road/Park Road
- Harborough Hill Road/Kendray Street

Consideration should be given to the requirements of policies CSP 25 and CSP 26 in the Submission Version of the Core Strategy. In terms of CSP 25, an assessment of the accessibility of the site by a range of sustainable travel modes should be included as well as an Outline Travel Plan, which should identify a set of measures and initiatives that could be implemented to encourage staff and visitors to make sustainable travel choices.

Phasing of the development and highway operation during the construction period will also need full consideration.

Noise

The Noise Assessment should consider the impact upon users of the town centre both during construction and following completion. The Assessment should be

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made in the context of PPG 24 and that set out by the World Health Organisation. As indicated in your letter, you should consult with colleagues from BMBC's Regulatory Services in relation to the full content of the Noise Assessment.

Air Quality

As well as the "construction phase" impact of the proposed development the "operational phase" impact of the scheme will need to be fully addressed in the ES in order to assess the impact of the proposed development on local air quality following construction. The main focus of this assessment shall be on the traffic generated impacts on air quality.

The methodology of the assessment should be agreed with the Council's Regulatory Services and take account of the findings of the associated transport assessment for the development and the findings of the Councils' periodic statutory review of the Borough's air quality.

Flood Risk & Hydrology

I agree that the Flood Risk & Hydrology section should be based on the issues set out in your scoping request. You should also assess the development against policies CSP 3 (SuDS) and CSP 4 (Flood Risk) in the Submission Version of the Core Strategy. The section should also address the impact of the development on Sough Dyke, existing Yorkshire Water infrastructure and railway drainage.

Ecology

I agree that the Ecology section should be based on the issues set out in your scoping request.

Permeability

I agree that the Permeability section should be based on the issues set out in your scoping request.

Landscape Assessment

The section should provide an assessment of the strategic landscaping proposals themselves and should make reference to the links between the proposals and the Council's adopted Public Spaces Strategy 2010.

Construction Impact/Phasing/Operational Issues

As well as the issues set out in your scoping request, this section should assess the impact of the demolition and explain how the amount of waste sent to landfill will be minimised.

The EIA should also cover how the operation of the railway will not be prejudiced by the development and how Sough Dyke will be protected during the demolition and construction phases. In addition, consideration will need to be given to security and public safety issues during the various phases, including surveillance of routes adjacent to and affected by hoardings.

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Sustainable Construction

I understand Hulley & Kirkwood have been commissioned to produce a Sustainable Design Report and that this will be a separate document from the ES. This document should assess how the development will comply with policies CSP 2 and CSP 5 in the Submission Version of the Core Strategy.

The Council has taken into account and encompassed comments from statutory and non-statutory consultees. If however, following the receipt of a planning application accompanied by an ES, the Council considers that further information is required you will be aware that the Regulations allow the Planning Authority to seek additional information from you. Furthermore, the information contained within and appended to this letter is the best information available at the time. Circumstances may change and, therefore, the issues set out in this letter are only indicative and relevant at the time of writing.

Yours sincerely

For and on behalf of The Development Manager

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