



**ENVIRONMENTAL STATEMENT SCOPING REPORT**

**MIXED-USE REDEVELOPMENT, COMPRISING RETAIL AND LEISURE, INCLUDING NEW MARKET, MULTI-STOREY CAR PARK, NEW PEDESTRIAN ROUTES, MEANS OF ACCESS AND OPEN SPACE**

**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 THE HARBOROUGH HILL ROAD, BARNSELY**



**SIGNET PLANNING**

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**SIGNET PLANNING**

The Hamlet  
Hornbeam Park  
Harrogate  
HG2 8RE

Telephone: 01423 878550  
Facsimile: 01423 815599

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## **SECTION 1: INTRODUCTION**

- 1.1 A planning application will shortly be submitted for the "Barnsley Markets" site. This document comprises an Environmental Impact Assessment Scoping report for the proposed development of the site (see attached as Plan 1). The application site is within Barnsley town centre as defined in the adopted Barnsley Unitary Development Plan.
- 1.2 The scoping report sets out a brief description of the proposed development and defines the key matters to be considered in the Environmental Impact Assessment for the proposed development in accordance with the Town and Country Planning EIA England & Wales Regulations 1999 ("the Regulations").
- 1.3 The Regulations require any proposed development falling within the description of Schedule 2 to be subject to an EIA, where such development is likely to have significant effects on the environment by virtue of such factors as its nature, size or location. It has previously been agreed with Barnsley MBC that it would be necessary to submit an Environmental Impact Assessment in association with these redevelopment proposals.
- 1.4 The objectives of this scoping exercise are as follows:
  - a) To confirm the nature of the development including its purpose, physical characteristics, land use requirements and alternatives.
  - b) To identify and describe the main environmental topics, which the EIA is proposed to consider.
  - c) To define the extent to which the environmental topics need to be investigated.
  - d) To allow consultation with Barnsley MBC as the local planning authority, statutory consultees and other bodies that may have an interest in the likely environmental effects of the scheme.

- 1.5 A formal scoping opinion from Barnsley MBC is requested in order that the applicants can be clear about what the authority considers the main environmental effects will be and the information to be contained in the ES. Although the site is already developed for retail and ancillary purposes, including the market, and the nature of certain elements of the proposed development is not significantly different in land use terms, it is considered necessary to examine the extent of the environmental effects that could influence the decision of the grant of planning permission for the proposals. The Regulations clearly need to be followed in this regard.
- 1.6 In addition to the ES, the planning application for the proposed development is likely to be accompanied by a planning statement to address planning policy in the statutory development plan; a design and access statement that deals with the design philosophy behind the proposals; and an operational statement which will explain how the development will be implemented with particular regard to phasing and the logistics of the operation of existing retailers, the market and car parking provision.

## **SECTION 2: DEVELOPMENT PROPOSALS**

### **Site Description**

- 2.1 The proposed development site extends to 4.65 hectares and is shown on the Site Plan as Existing included in Appendix A and is known as the "Barnsley Market" site. It is located broadly between Kendray Street, Queen Street, Cheapside, Midland Street and the Harborough Hill Road. The majority of the site is located to the east of the railway line, which splits the site. Parts of the site (intended for a new car park) lies immediately to the east of the railway line comprising the former CEAG works site.
- 2.2 The site area currently comprises the existing shopping centre, Barnsley Market, a multi-storey car park, and, on the eastern side of the railway, the CEAG works site.

### **Development Proposals**

- 2.3 It is proposed to redevelop the site for a mixed development comprising retail (approximately 29,400 sq.m. + a 7,511 sq.m. department store); a new market (approximately 7,826 sq.m.); leisure facilities including a multiplex cinema (approximately 3,735 sq.m.); a new car park and new public spaces. The scheme would also include a service yard at interchange level (approximately 8,612 sq.m.) and plant associated with the retail units and department store (approximately 941 sq.m.). All the above floorspace measurements are given as GEA's.
- 2.4 A Proposed Siting and Heights of Buildings Plan is included in Appendix B.
- 2.5 The overall development, with new market and leisure facilities, is intended to provide a focal point for Barnsley Town Centre. The concept behind the proposals is the provision of a new purpose-designed atmospheric indoor Markets building and a high quality shopping, restaurants and cinema offer, set in a new and improved public realm, which will also accommodate a new Open Market area.

- 2.6 A strong emphasis of the scheme is the creation of linkages to the existing town centre and the new transport interchange. The design will be based upon the notion of extending Barnsley's street pattern, principally from the north and west, although a link to the Alhambra centre will remain. As well as a new north/south street, two east/west streets will be provided. The former will remain as a continuation of Midland Street across Kendray Street, and the cross streets will link May Day Green to Market Square and Midland Street to new Street. The new streets are envisaged as being uncovered and at a single level, with the adjacent new retail units including two levels of sales area. The scale of the streets will be further enhanced by the further levels to the adjacent new building, accommodating the multiplex cinema and two levels of car parking. The Multiplex Cinema itself will comprise 6no. screens and will be positioned above the retail units and accessed via Market Parade/Market Square.
- 2.7 The scheme will seek to provide new and improved areas for public realm and public access, involving extensions of the existing street pattern. Two major piazza spaces are proposed to create gateways into the development - a new May Day Green to the western side of the site and the Market Square at the confluence of Kendray Street and Midland Street to the north.
- 2.8 The Market will be a free-standing building with a strong architectural character, surrounded by open market stalls adjacent to May Day Green. The Market will be provided across three levels, with the two main halls accessible from different arrival directions. The Lower Market Hall, positioned at lower ground floor level, will be accessible from the transport interchange via a new Market Square. This level will include meat and fish stalls and fruit, vegetable and flower market stalls. The Middle Market Hall, positioned at Cheapside level, will be entered directly from both the higher part of Kendray Street facing onto Eldon Street opposite the Arcade and also by two entrances from Market Parade. This level will include a variety of market stalls. The Upper Market Hall will be accessible from the internal circulation space in the heart of the Market Hall. This level will include a variety of cafes and the centre's management suite.
- 2.9 The Open Market will comprise a series of radial stalls, projecting from the curved end of the new freestanding Market building. There will also be potential for the

Open Market to spill into Market Parade or the new May Day Green on busy days.

- 2.10 Entry into the servicing areas will generally be from Wesley Street, with unloading arrangements at lower ground floor level and a dedicated service area provided for the proposed Department Store.
- 2.11 Car parking for the development will be located on two levels of the Market building, above the retail units, as well as on a surface car park on the former CEAG site. A total of up to 800 (550 over retail and 250 on former CEAG site) car parking spaces are proposed.

## **SECTION 3: STRUCTURE OF THE ENVIRONMENTAL STATEMENT**

3.1 The ES comprises the following documents:

- a) The Environmental Statement, containing an introduction to the EIA process, a description of the scheme, a summary of the specialist areas and appendices.
- b) The non-technical summary, being a short, concise document written in non-technical language.

3.2 Each key issue examined will form a discrete chapter in the ES, which will be arranged as follows:

- Chapter 1 – Introduction;
- Chapter 2 – Site description;
- Chapter 3 – Description of proposed development (including strategic landscape proposals);
- Chapter 4 – Planning policy context;
- Chapter 5 – Design, conservation and townscape impact;
- Chapter 6 – Archaeology and cultural heritage;
- Chapter 7 – Contamination and ground conditions;
- Chapter 8 – Transport;
- Chapter 9 – Noise;
- Chapter 10 – Air quality;
- Chapter 11 – Flood risk and hydrology;
- Chapter 12 – Ecology;
- Chapter 13 – Permeability;
- Chapter 14 – Landscape and visual impact;
- Chapter 15 – Construction impact/phasing/operational issues

3.3 The cumulative effects of the proposals and the inter-relation of the preceding chapters will be considered in the final chapter, entitled cumulative effects and inter-relations. The main aspects for consideration within each chapter are set out below:

- Introduction
- Assessment methodology
- Baseline conditions
- Environmental effects
- Significance of effects
- Mitigation and residual effects
- Conclusions

3.4 Each chapter will consider, where appropriate, any impacts associated with the construction of the development.

## **SECTION 4: PROPOSED SCOPE OF ENVIRONMENTAL STATEMENT**

### **Environmental Statement**

4.1 The ES will be prepared in accordance with the requirements of Schedule 4 Part 1 of the 1999 EIA Regulations and will include the following:

- a) A description of the proposed development;
- b) A description of the aspects of the environment likely to be affected;
- c) A description of the likely effects of the development;
- d) A description of mitigation and enhancement measures;
- e) A non-technical summary.

4.2 The ES will be prepared taking into account relevant advisory material, including the following documents:

- a) The Department of Environment Preparation of Statements for Planning Projects that Require Environmental Assessment: The Good Practice Guide 1995.
- b) The Department of Environment, Transport and the Regions Environmental Impact Assessment – A Guide to Procedures 2000.
- c) Circular 2/99 – Environmental Impact Assessment.

### **The Scope of Environmental Assessment**

4.3 It is proposed that the ES will address the following main topic areas:

#### **Chapter 1: Introduction**

4.4 This section will set the context for the ES.

#### **Chapter 2: Site description**

4.5 This will describe the existing situation on the site, including the buildings that occupy it; the extent of vehicular and pedestrian access and the activities/land uses

within and adjacent to it. This will establish the baseline against which the impact of the new development to replace it will be assessed. Reference will also be made to the site history and existing services.

### **Chapter 3: Description of proposed development**

- 4.6 This section will describe the development, including the nature, scale and location of the components of the scheme, ie, retail, market, leisure, car parking, public realm, access, etc.

### **Chapter 4: Planning policy context**

- 4.7 This section will set out the relevant planning policies to the application at national, regional and local level, comprising PPS1, 4, 5 and PPG13; the Yorkshire and Humber Regional Plan (RSS) and the Barnsley UDP (2000). The policies deal with issues of sustainable development, retail and leisure proposals, transport, conservation and design, regional economic issues and the detailed development control matters.

### **Chapter 5: Design, conservation and townscape impact**

- 4.8 This section will consider the existing character of Barnsley Market site in conservation and townscape terms. It will examine the impact of the proposed development in terms of the changes to the character and appearance of the site when viewed from key vistas and the town centre, taking account of the external appearance of the proposals. A series of agreed viewpoints will be chosen to examine the impact of the development on the townscape; from within conservation areas and with regard to the location of listed buildings in the vicinity.

- 4.9 Regard will be paid to not only external appearance in design terms but also to the proposed height of the development and how it would be perceived from key approaches to the town centre, including the transport interchange. The assessment will take into account Government policies on design in PPS1, for conservation in PPS5 and relevant policies in the Barnsley UDP.

### **Chapter 6: Archaeology and cultural heritage**

- 4.10 An archaeological and cultural heritage assessment will be undertaken in line with the guidance contained in PPS5. A desk top study will examine and evaluate existing archaeological and cultural heritage evidence. The desk top study will be supported

by field investigations if necessary. The assessment will evaluate the importance of any archaeological or cultural heritage features on site likely to be disturbed by the proposals and suggest mitigation measures within the scheme for archaeological works to be adopted as part of the development.

#### **Chapter 7: Contamination and ground conditions**

- 4.11 An assessment will be made using bore hole and survey information of the existing extent of contamination within the site and the ground conditions. This will also examine historic records of usage of the site and the likely implications for the redevelopment. The current usage of the site and the existing position will be noted. It is understood there are existing ground conditions and geological reports that have been carried out and information from these will be used to consider the scope for new excavations to be required and whether any mitigation in terms of contamination currently within the site will be necessary. Liaison will take place with the Council and the Environment Agency concerning impact on existing watercourses/drainage culverts.

#### **Chapter 8: Transport**

- 4.12 A transport impact assessment will be carried out. This will be the subject of separate scoping with Barnsley MBC. However, it will examine (in accordance with PPG13) the accessibility of the site and the development by all transport means; car parking provision, with reference to the Council's strategy for car parking in the town centre; pedestrian and cycle links and how the new scheme will particularly maximise the benefits of its location adjacent to the Barnsley "transport interchange". The assessment will consider all modes of travel and likely demands on the existing transportation network for walking, cycling, public transport usage and vehicular traffic. This assessment will also provide details of the current application on the highway network in the vicinity of the application site, including existing public transport provision; baseline data for traffic flows on the existing highway network will be obtained from relevant sources as part of the desk study for the assessment.
- 4.13 Details of the proposed scheme will be provided, including site access layout and arrangements for junctions and links with the surrounding highway network. The likely need for road closure orders during the construction of the development and

resulting from its completion will also be examined.

- 4.14 Using the baseline data and predictions of the likely traffic generation associated with the proposals, the capacity of the local highway network to take additional traffic will be assessed.

### **Chapter 9: Noise**

- 4.15 There will be an assessment of the impact of noise from the development, particularly in terms of the impact upon users of the town centre, eg retailers, pedestrians and businesses, during the construction period of the scheme. There will also be an examination of the noise climate when the development is completed. The assessment will be made in the context of current Government advice in PPS24 and also that set out by the World Health Organisation in consultation with the Council's environmental health department.

### **Chapter 10: Air quality**

- 4.16 There will be an examination of the impact of the construction of the development on air quality within the town centre, with particular regard to considering the overspill of dust/grit arising from construction. Precautions will be examined to ensure such problems are minimised and information will be prepared concerning the exposure of surrounding areas to dust. A dust impact and control plan will be prepared to assess details of predicted impact; mitigation measures proposed; monitoring methodology and a scheme for associated meteorological data capture. The plan will have regard to frequency of street cleaning; spills policy; wheel washing facilities and recognised air quality measurement standards.

### **Chapter 11: Flood risk and Hydrology**

- 4.17 This section will assess the likely impact of the proposed development upon local hydrology, with particular consideration given to drainage and flood risk, in the context of Government guidance included in PPS25. The assessment will identify potential impacts that the proposed development may have upon local hydrology, drainage and flood characteristics. Where appropriate, the assessment will then identify appropriate measures to mitigate against those identified impacts.

### **Chapter 12: Ecology**

- 4.18 This section will consider the ecological value of the land and buildings within the site in the context of Government guidance included in PPS9. The ecological assessment will identify principal habitat types and the potential for protected services. A baseline walkover of the site would be undertaken, in addition to a bat survey of the CEAG building. The potential impacts of the proposed development on identified elements of nature conservation significance will then be analysed and mitigation measures will be proposed to address identified impacts of the development.

### **Chapter 13: Permeability**

- 4.19 The proposed layout of the development will consider the need to maintain and improve permeability for pedestrians through the new scheme. There will be an examination of likely design lines through the scheme, particularly bearing in mind the location of the proposed car park and accessibility by pedestrians to the transport interchange. There will also be an examination of the impact of maintaining permeability and access to key parts of the town centre throughout the construction process.

### **Chapter 14: Landscape assessment**

- 4.20 There will be an assessment of the impact of the development on the use from the surrounding landscape carried out in accordance with the Landscape Institute & Institute for Environmental Assessment (1995) Guidelines for Landscape and Visual Impact Assessment. The application itself will contain a strategic scheme for hard and soft landscaping and the contribution this landscaping will make will be assessed in terms of overall townscape impact.

### **Chapter 15: Construction impact/phasing/operational issues**

- 4.21 There will be an assessment of the impact of the construction of the development in terms of:
- i. Likely noise impact – see above – and linked to numbers of construction traffic.
  - ii. Impact of HGV traffic required to access the site during the period (see transport assessment).
  - iii. Air quality, particularly dust created by construction.
  - iv. Effect on existing operations within the town centre.

- v. Effect on access routes through the town centre (including the need for road closure).
- vi. Hours of working.
- vii. Provision of appropriate facilities for the work force during the construction period.

4.22 There will be an examination of the phasing proposals in terms of the likely impact on the environment within the town centre. Particular emphasis will be placed on the provision of appropriate car parking as the first phase of the scheme to ensure that no car parking demand is displaced without being capable of being met by new facilities. It is also important to ensure continuity of trading for the market during the redevelopment process. A phasing plan will be produced and the cumulative impact of the scheme assessed on a phase by phase basis.

## **SECTION 5: CONSULTATION**

5.1 The applicant would agree with Barnsley MBC that an appropriate consultation list, to which the EIA will be distributed (in whole or part). There is also intending to be an intended programme for public consultation in relation to both the application itself and the ES. This would involve the display of various parts of the statement and, in particular, the non-technical summary at agreed locations within Barnsley.

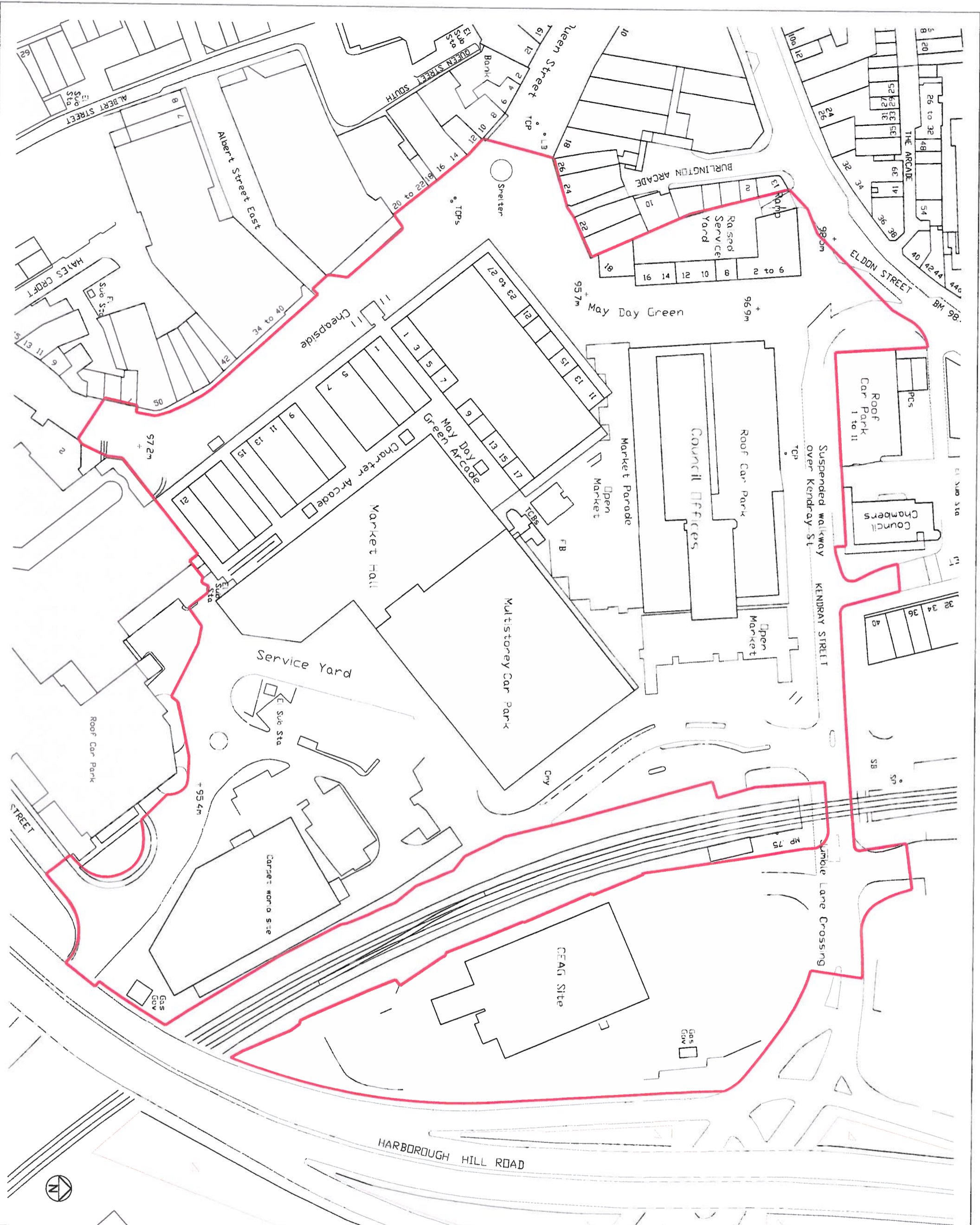
5.2 A list of statutory consultees under Article 10 of the GDPO includes:

- BMBC highways
- BMBC drainage
- BMBC environmental health service
- BMBC landscape
- SYMAS
- Neighbouring authorities – Wakefield, Sheffield, Rotherham and Doncaster
- Network Rail
- Coal Authority
- Yorkshire Water services
- South Yorkshire Archaeology Service
- Natural England
- The Countryside Commission
- The Environment Agency

5.3 The list will include any other consultation bodies nominated by the Council under Regulation 13 of the Regulations.

**APPENDIX A**

**SITE PLAN AS EXISTING**



04/03/11  
 2010 Planning Application  
 15/03/11

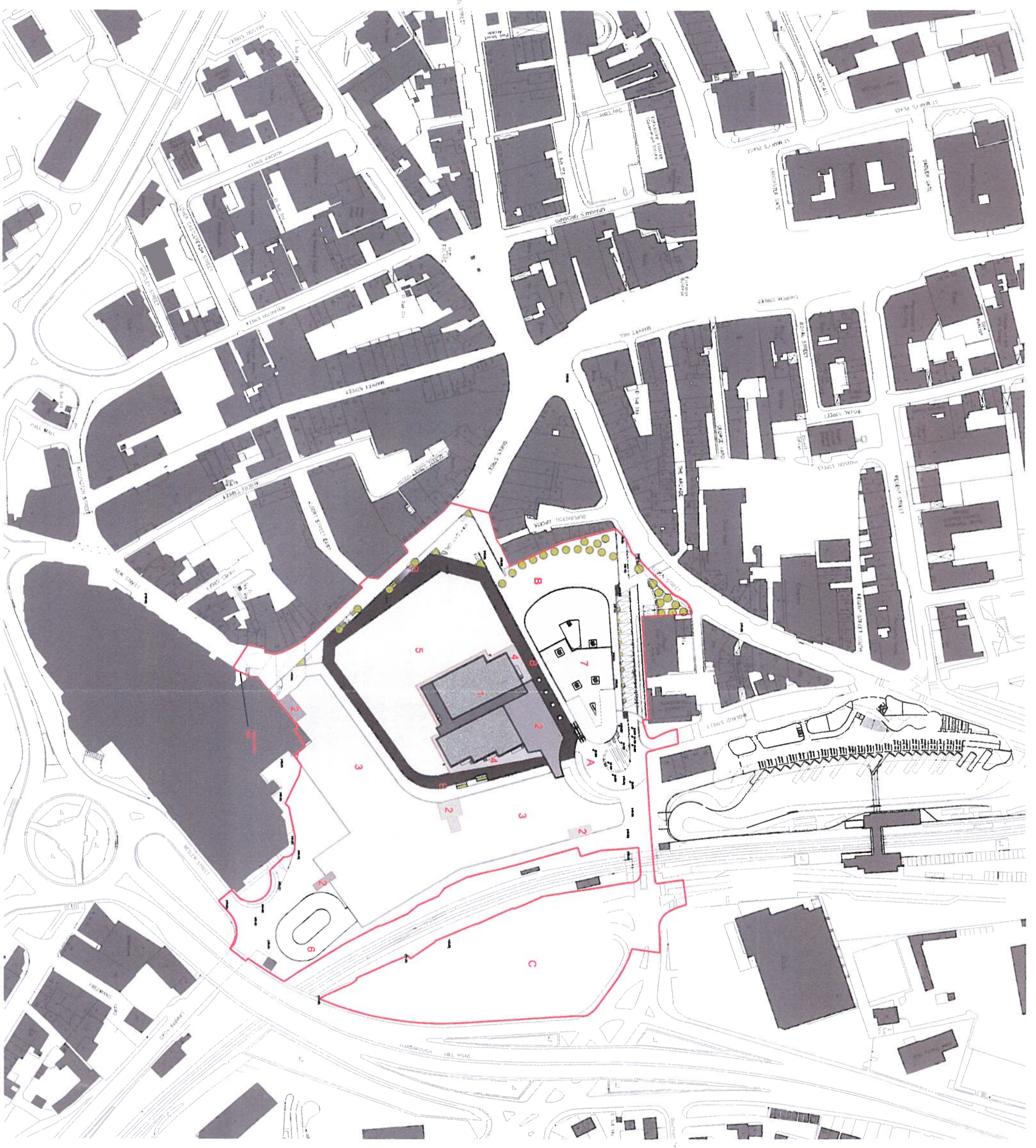
**Planning Application Boundary**  
 48,537 sq m  
 500,920 sq ft  
 4.85 Hectares  
 11.5 Acres

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 The 1249  
 REGENERATION  
 PARTNERSHIP LLP

04/03/11  
 2010 Planning Application  
 15/03/11

APPENDIX B

PROPOSED SITING AND HEIGHTS OF BUILDINGS PLAN



**Building Heights Key:**

Total Site Area: 4.65 hectares

- Principal Buildings:**
- A Lower Ground Floor (Interchange level) +92.800 m AO
  - B Ground Floor (Chesapeake level) +97.000 m AO
  - C Surfaced Carpark: +92.100 m AO

Building	+ AOD	Height above Chesapeake ground Floor + 97.00
1.	+123.050 m	+26.050 m
2.	+117.800 m	+20.800 m
3.	+116.100 m	+19.100 m
4.	+113.850 m	+16.850 m
5.	+111.800 m	+14.800 m
6.	+111.500 m	+14.500 m
7.	+110.400 m	+13.400 m

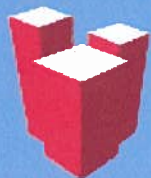
This plan shows the proposed development. It is not a guarantee of any specific details. The client should verify all details with the relevant authorities. The client should verify all details with the relevant authorities. The client should verify all details with the relevant authorities.



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