

National Grid

Visual Impact Provision (VIP) Peak District East

Dunford Bridge Car Park Redesign

Environmental Key Issues Report

660952

IEMA
Transforming the world to sustainability
- EIA -

RSK

NOVEMBER 2019

RSK GENERAL NOTES

Project No.: 660952

Title: Dunford Bridge Car Park – Environmental Key Issues Report

Client: National Grid

Date: 19 November 2019

Office: Helsby

Status: Final

Author	Alex Fraser	**Technical reviewer**	Rob Edwards
Signature		Signature	
Date:	19/11/19	Date:	19/11/19

RSK Environment Ltd (RSK) has prepared this report for the sole use of the client, showing reasonable skill and care, for the intended purposes as stated in the agreement under which this work was completed. The report may not be relied upon by any other party without the express agreement of the client and RSK. No other warranty, expressed or implied, is made as to the professional advice included in this report.

Where any data supplied by the client or from other sources have been used, it has been assumed that the information is correct. No responsibility can be accepted by RSK for inaccuracies in the data supplied by any other party. The conclusions and recommendations in this report are based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.

No part of this report may be copied or duplicated without the express permission of RSK and the party for whom it was prepared.

Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of RSK Environment Ltd.

CONTENTS

1 INTRODUCTION 3
1.1 Overview 3
1.2 VIP Peak District (East) Project 3
1.3 This Document 4
2 PROPOSED DEVELOPMENT 5
2.1 Site Description 5
2.2 Project Details 6
2.3 Construction Period and Programme 7
3 PLANNING CONTEXT 8
3.1 Introduction 8
3.2 Local Planning Policy 8
3.3 Planning Constraints 10
3.4 Policy Compliance 11
4 KEY ENVIRONMENTAL CONSTRAINTS 12
4.1 Introduction 12
4.2 Soils, Geology and Ground Conditions 12
4.3 Hydrology and Flood Risk 13
4.4 Historic Environment 16
4.5 Landscape and Visual 17
4.6 Arboricultural Assessment 19
4.7 Ecology 19
4.8 Access and Recreation 22
5 CONCLUSION 24

FIGURES
Figure 1 – Environment Agency Flood Map for Planning

APPENDICES
Appendix 1 – Proposed VIP Peak District East Project Outline Construction Environmental Management Plan
Appendix 2 – Proposed VIP Peak District East Project Asbestos Management Plan
Appendix 3 – Proposed VIP Peak District East Project SUDs Strategy

1 INTRODUCTION

1.1 Overview

1.1.1 National Grid is seeking planning permission from the Peak District National Park Authority and Barnsley Metropolitan Borough Council for the redesign of an existing car park and amenity area at Dunford Bridge, Sheffield, Yorkshire (hereby referred to as the, 'Project')). The application is being made to both authorities, but it has been agreed that Peak District National Park Authority will take the lead on processing and determining the application, with the majority of the site being within its authority boundary.

1.1.2 The Project will comprise improvements including the resurfacing and extension of the existing car park and amenity area to provide 40 demarked parking spaces for cars, (including 4 accessible spaces), a dedicated parking area for horseboxes (between 2 and 3 depending on trailer size), a formal turning area for the public bus service, and a redesigned amenity area. The Project also includes proposals for a new accessible footpath link between the car park and amenity area and the Trans Pennine Trail immediately north of the Stanhope Arms.

1.1.3 The redesigned Dunford Bridge car park and amenity area will deliver a lasting positive benefit which will significantly enhance the visitor experience at Dunford Bridge as a gateway to the National Park. The proposed layout of the car park and amenity area is broadly based on the existing car park and amenity area but looks to improve on the provision resulting in wider sustainability benefits to the area. This proposed layout takes into account feedback/ requests from Barnsley Council, Peak District National Park and other interested stakeholders.

1.1.4 The Project relates to an existing planning application which has been submitted to the Peak District National Park Authority (Ref NP/B/0819/08850 and Barnsley Metropolitan Borough Council (Ref 2019/1013) for the Visual Impact Provision (VIP) Peak District (East) Project.

1.2 VIP Peak District (East) Project

1.2.1 National Grid submitted a planning application for the Visual Impact Provision (VIP) Peak District (East) Project (hereby referred to as the, 'Proposed VIP Project') to Barnsley Metropolitan Borough Council and Peak District National Park Authority on 12 August 2019. The Proposed VIP project is an important national initiative addressing the significant landscape and visual impact that high voltage electricity infrastructure can have in National Parks and Areas of Outstanding Natural Beauty in England and Wales.

1.2.2 The Proposed VIP Project proposes the undergrounding of a 2km section of existing 400kV overhead line within and adjacent to the Peak District National Park. The proposed underground cable runs from the eastern entrance of the Woodhead Tunnel in Dunford Bridge, to Wogden Foot on the boundary of the Peak District National Park. This section of overhead line is one of four prioritised for burial below ground by a national Stakeholder Advisory Group. It was selected from over 120 sections of overhead line in National Parks and AONBs in England and Wales, specifically because it has among the most

adverse landscape and visual impacts and therefore would deliver potentially the greatest benefits from being buried below ground.

1.2.3 Part of the existing Dunford Bridge car park will be used for construction access during construction of the Proposed VIP Project a construction separation fence will be in place to manage continued use of the remaining half of the car park by members of the public. The proposed car park improvements described in this document will be implemented through the reinstatement works that will take place on completion of the Proposed VIP Project.

1.3 This Document

1.3.1 This Environmental Key Issues Report has been prepared by RSK Environment Ltd on behalf of National Grid to provide supporting information on any potential key environmental issues associated with the Project.

1.3.2 For the purposes of this report, data has been collated from the extensive environmental studies undertaken for the Proposed VIP Project.

1.3.3 The remainder of this report is structured as follows:

- Section 2 provides a brief description of the proposed development.
- Section 3 provides an overview of the high level planning policy framework and other planning constraints relevant to the works.
- Section 4 describes the key environmental constraints to the proposed works and references to any proposed mitigation measures required.
- Section 5 presents a conclusion to the report.

2 PROPOSED DEVELOPMENT

2.1 Site Description

2.1.1 The proposed development site is located off Windle Edge Road, Dunford Bridge on the eastern edge of the Peak District National Park. The majority of the site is already used as a car park. The spaces are not clearly marked out but it is estimated that it can accommodate approximately 40 cars. The car park consists of hard standing (tarmac) surface (see Photo 1 below) and an associated amenity area comprising a mix of large loose stone chippings, tarmac, concrete block paving and grass. The amenity area incorporates picnic benches, sculptural bollards, a memorial board, information boards and artwork. The existing car park layout is shown on drawing P10727-00-002-100.

2.1.2 There is also a bus stop within the car park which is serviced by three bus routes (29, 401 and 491) and the bus service 25/25A, Penistone to Holmfirth, operated by Stagecoach. The car park provides a bus turning area for buses accessing the bus stop.

2.1.3 The access to the car park is boarded by a stone wall and pillars. The car park is used to access the Trans Pennine Trail which runs from the car park to the east via an existing metal gate.

2.1.4 The Proposed VIP Project has consulted with an independent Stakeholder Reference Group established to advise on issues at a local level. The Peak District Stakeholder Reference Group includes representatives from Barnsley Metropolitan Borough Council, Dunford Parish Council, Natural England, Peak District National Park Authority and Trans Pennine Trail.

2.1.5 The group has indicated that the car park occasionally acts as a congregation area for anti-social behaviour.

2.1.6 Planning drawing PKD-660952-004_PLA shows a location plan of the proposed development site. The planning application red line boundary covers all land required to construct and accommodate the proposed development, and totals 4,913 m2 or 0.49 ha of land.

Photo 1: Existing Dunford Bridge Car Park



2.2 Project Details

2.2.1 A layout plan of the proposed site is provided in Planning Drawing P10727-00-001-10101.

2.2.2 The proposed development will maintain the existing uses of the site as a car park, bus turning area, bus stop and amenity area with the additional benefits of providing 40 car parking spaces clearly demarked with permeable surfacing (including 4 accessible spaces), a dedicated area for horseboxes (between 2 and 3 depending on trailer size) and a new accessible link from the car park to the Trans Pennine Trail north of the Stanhope Arms.

2.2.3 The proposed car park will be subdivided into tarmac, tarmac coated in tar spray and chip, reinforced grass and amenity grass with trees. The proposed amenity area will be subdivided into tarmac coated in tar spray and chip and amenity grass with trees. The new footpath link will comprise tarmac with tarmac spray and chip. The accessible link has been designed to be compliant with BS 8300[1] which sets out design guidance in order to prevent discrimination against people with a disability in accessing the external environment.

2.2.4 The vehicular access to the car par will remain as existing although there will be minor modifications to the existing northern stone wall and pillar at the entrance to create a wider entrance to better accommodate all users following the redesign. Access within

[1] BS 8300-01 Design of an accessible and inclusive built environment - Part 1: External environment

the car park and recreational area will provide clearly defined routes for pedestrians and vehicles.

2.2.5 The proposed layout incorporates a reduced area of open driving space and speed bumps as anti-social behaviour prevention measures, following feedback from stakeholders (Barnsley Council and the Trans Pennine Trail Office).

2.2.6 The proposed layout takes into account other feedback and requests from the Peak District National Park Authority, Barnsley Metropolitan Borough Council, the Trans Pennine Trail organisation, Barnsley Local Access Forum, the British Horse Society and other interested stakeholders as outlined in the Design and Access Statement produced to support the planning application.

2.2.7 The approximate breakdown of surfacing within the redline boundary is as follows:

Table 2.1: Existing and Proposed Surfacing

Surface Type	Existing	Proposed
Impermeable hard surface	2440m^2	1740m^2 (including 180m^2 accessible link)
Permeable hard surface	270m^2	830m^2
Soft landscape (grass and planting)	2203m^2	23430m^2

2.3 Construction Period and Programme

2.3.1 It is anticipated that construction would start in January 2022 and last approximately 8 weeks.

3 PLANNING CONTEXT

3.1 Introduction

3.1.1 The site is located within the planning jurisdictions of Barnsley Metropolitan Borough Council and the Peak District National Park Authority. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Relevant local planning policy is summarised below.

3.2 Local Planning Policy

Barnsley Metropolitan Borough Council

3.2.1 In accordance with guidelines set out in The National Planning Policy Framework 2019 (NPFF), Barnsley Metropolitan Borough Council has produced the Barnsley Local Plan 2019 which covers the period to 2033. Formally adopted on 3 January 2019, the Local Plan sets out Barnsley's social, economic and environmental roles through various plans and policies that aim to deliver sustainable development on behalf of residents and businesses. In order to support Barnsley's vision, the Local Plan's objectives are:

- Provide opportunities for the creation of new jobs and protection of existing jobs;
- Improve the conditions in which people live, work, travel and take leisure;
- Widen the choice of high-quality homes;
- Improve the design of development; and
- Protect and enhance Barnsley's environmental assets and achieve net gains in biodiversity.

3.2.2 Relevant Local Plan policies are as follows:

- Policy T2 – Safeguarding of Former Railway Lines – Woodhead
- Policy LC1 – Landscape Character
- Policy HE1 – The Historic Environment
- Policy CC2 – Sustainable Design and Construction
- Policy CC3 – Flood Risk
- Policy CL1 – Contaminated and Unstable Land
- Policy CC4 – Sustainable Drainage Systems (SuDS)
- Policy GB1 - Protection of Greenbelt
- Policy GS2 – Greenway and Public Rights of Way - From TPT Dunford Bridge (Windle Edge) to Barnsley Boundary Walk
- Policy BIO1 - Biodiversity or Geological Interest Site - Western Moors (~50m north of site boundary)

Peak District National Park Authority

Peak District Local Development Framework Core Strategy Development Plan Document (2011)

3.2.3 Formally adopted by PDNPA on 7 October 2011, the Local Development Framework Core Strategy 2011 is the principle document of the Local Development Framework and sets out the vision, objectives and spatial strategy for the national park. The Local Development Framework Core Strategy 2011 will cover the period to 2026 with core policies, taking into account key local issues and trends to provide direction for change and development within the national park.

3.2.4 Relevant Local Development Framework Core Strategy 2011 policies are as follows:

- Policy GSP1 - Securing national park purposes and sustainable development
- Policy GSP4 – Planning conditions and legal agreements
- Policy DS1 – Development strategy
- Policy L1 - Landscape character and valued characteristics
- Policy L2 – Sites of biodiversity or geo-diversity importance
- Policy L3 - Cultural heritage assets of archaeological, architectural, artistic or historic significance
- Policy CC3 – Waste management
- Policy CC5 – Flood risk and conservation
- Policy T3 – Design of transport infrastructure
- Policy T5 – Safeguarded Railway

Peak District National Park Authority Development Management Policies: Part 2 of the Local Plan (2019)

3.2.5 Development Management Policies Part 2 2019 (DMP) document was formally adopted 24 May 2019 and has been produced in the context of the NPFF (2012). The DMP document builds on the strategic principles set out in the Local Development Framework Core Strategy 2011 helping to implement the document's policies and objectives. The policies listed and described within the DMP provide the detailed criteria to inform planning decisions within the national park. Residents, businesses, Parish Councils, statutory bodies and the voluntary and community sector were all consulted during the preparation of the document.

3.2.6 Relevant Development Management Policies Part 2 2019 policies are as follows:

- Policy DM1 - The presumption of sustainable development in the context of National Park purposes.
- Policy DMC1 - Conservation and enhancement of nationally significant landscapes
- Policy DMC2 - Protecting and managing the Natural Zone
- Policy DMC3 - Siting, design, layout and landscaping
- Policy DMC5 - Assessing the impact of development on designated and non-designated heritage assets and their settings
- Policy DMC10 - Conversion of a heritage asset

- Policy DMC12 - Sites, features or species of wildlife, geological or geomorphological importance
- Policy DMC13 - Protecting trees, woodland or other landscape features put at risk by development
- Policy DMC15 - Contaminated and unstable land
- Policy DMT3 - Access and design criteria
- Policy DMT5 - Development affecting a public right of way
- Policy DMT7 - Visitor parking

3.3 Planning Constraints

Planning Application Search

3.3.1 There are no planning applications within the site boundary of the Project. However, it should be noted that, approximately 30m south of the site boundary, the following planning application has been approved:

Reference	Address	Proposal	Date registered	Status
NP/B/0318/0195	The Stanhope Arms Windle Edge Dunford Bridge	Proposed change of use from Public House to B & B Guest House within part of the main building, with the remainder being landlord residential accommodation. Also including additional buildings within the grounds to house a cafe, shower block, stables (increased in size and repositioned from previous permission), garage and 4no. camping pods (including one accessible pod). Provision is being allowed for 3no. campervan 'hook-up' points and 4no. tent pitches.	12 Mar 2018	Approved

Tree Preservation Orders

3.3.2 There are no Tree Preservation Orders within the Project boundary.

Greenbelt

3.3.3 The Project is located fully within greenbelt designated under the Barnsley Local Plan (GB1).

Conservation Areas

3.3.4 There are no Conservation Areas within the Project boundary.

3.4 Policy Compliance

3.4.1 The Project is not expected to conflict with any of the planning policies outlined above. The majority of the site area is already a hardstanding area with an existing use as a car park. The Project has sought to deliver on various requests from stakeholders, for a variety of users to be better represented, and will deliver a much-improved design. The redesign also seeks to deliver improved integration of the car park into the surrounding landscape character, increasing amenity value and enhancing the area as a gateway to the Trans Pennine Trial and Peak District National Park.

3.4.2 The proposed accessible link to the Trans Pennine Trail north of the Stanhope Arms will result in the permanent surfacing of a small area of existing grassland that would otherwise be reinstated to this purpose following completion of the VIP project. However, as outlined below in Section 4, the Project is anticipated to provide wider ecological benefits through the provision of additional wildflower planting and the proposed planting of native trees. In order to prevent discrimination against people with a disability in accessing the external environment, the accessible link has been designed to meet the requirements of BS 8300 and in keeping with the current landscape will have a proposed tar spray and chip surface to match the existing Trans Pennine Trail surface. This accessible link in combination with the proposals at the Stanhope Arms (should they be progressed) and the improved car park, will enhance accessibility and recreational amenity in the area.

4 KEY ENVIRONMENTAL CONSTRAINTS

4.1 Introduction

4.1.1 Consideration has been given as to whether the Project may give rise to potential environmental effects. This section considers the following environmental topics: soils, geology and ground conditions, hydrology and flood risk, historic environmental, landscape and visual and ecology. Short term impacts due to emissions from construction dust and noise will be addressed through compliance with best practice construction practices.

4.1.2 In collating the baseline information within this chapter reference has been made to the extensive data reported in the Environmental Assessment Report submitted as part of the planning application for the Proposed VIP Project.

4.2 Soils, Geology and Ground Conditions

Soils and Agriculture

4.2.1 The soil type present within the site boundary consists of very acid loamy upland soils with a wet peaty surface. Such soils have a very low natural fertility. Between 100m west and 100m south of the site, the soil type changes to slowly permeable wet very acid upland soils with a peaty surface.

4.2.2 The provisional (pre-1988) ALC mapping shows that the land in and around the site boundary comprises Grade 5 land which is described as very poor-quality agricultural land with very severe limitations which restrict its use to permanent pasture or rough grazing.

4.2.3 Land within the site boundary is not under any Stewardship agreements. It should be noted that land approximately 55m south-east of the Southern Project boundary is under a combined Entry and Higher Level Stewardship due to presence of a peatbog and land immediately north of the River Don is under Entry Level plus Higher Level Stewardship.

Geology

4.2.4 According to British Geological Survey mapping, the geology underlying the site boundary comprises the Marsden Formation, consisting of very fine to very coarse mudstone, siltstone, sandstone with seat earth beds, thin coal seams and marine bands of black shale. This geology is overlain by Made Ground and Alluvial deposits.

Ground Conditions

4.2.5 The Groundsure *Enviro Insight* and *Geo Insight* Reports obtained for the Proposed VIP Project identified a number of areas of Made Ground and potentially infilled land, with the nearest being approximately 120m to the east of the site boundary. During site investigations Made Ground was generally encountered overlying natural superficial strata across the Proposed VIP Project survey area which includes the Project Boundary, which was expected given the historical railway development of the site.

4.2.6 As part of the methodology for the Ground Conditions assessment for the Proposed VIP Project, the VIP Project study area was split into zones and borehole samples were taken. This Project is within Zone 1 of the assessment area. Although no elevated contamination levels were encountered from boreholes within the site boundary for the car park and new Trans Pennine Trail link, elevated levels of Lead and Benzo(a)pyrene contamination were identified elsewhere within Zone 1. Asbestos fibres were also confirmed within the sample from one borehole within the existing car park although the asbestos concentration was below the analytical limit of detection (0.001% wt/wt).

4.2.7 Contamination associated with previous uses is unlikely to present a constraint to the Project as the car park will not constitute a sensitive use. However, to ensure the safety of construction workers, the relevant non-specific measures from the Outline Construction Environmental Management Plan (CEMP) (Appendix 1) and Asbestos Management Plan (Appendix 2), that were prepared for the Proposed VIP Project will be adhered to, when planning the site works and identifying appropriate means to ensure protection of site workers and visitors.

Impacts/ Mitigation

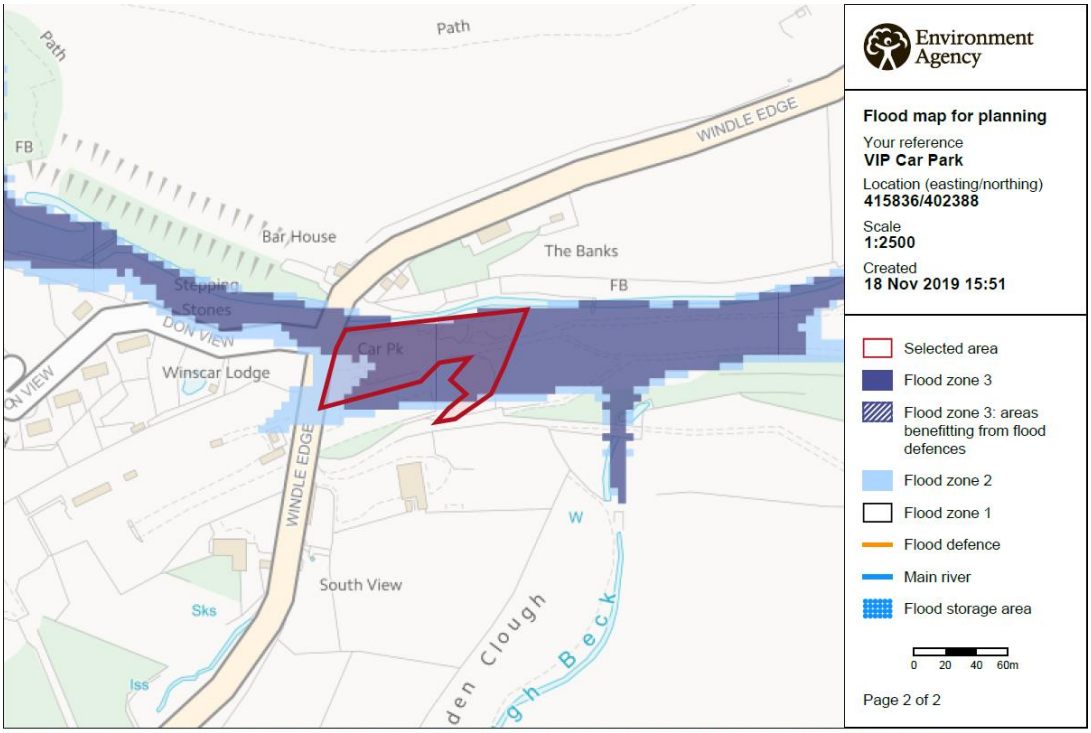
4.2.8 There is potential for construction activities to encounter elements of contamination within the Made Ground across the site. As above, construction will be carried out in compliance with relevant non-specific measures within the Outline CEMP produced for the Proposed VIP Project. This will include an associated Asbestos Management Plan and reference to relevant guidance highlighting areas of best practice, such as the Environment Agency Guidance to "*Protect groundwater and prevent groundwater pollution*" published 14 March 2017.

4.2.9 Through implementation of relevant measures within the Outline CEMP it is not anticipated that there would be any adverse impacts relating to human health, soils or contaminated land.

4.3 Hydrology and Flood Risk

Flood Risk

4.3.1 The Project is situated within Flood Zone 2 and 3, defined as land potentially at risk of flooding. This is consistent with expectation given the Project sitting alongside the River Don as shown within Figure 1.



© Environment Agency copyright and / or database rights 2018. All rights reserved. © Crown Copyright and database right 2018. Ordnance Survey licence number 100024198.

Figure 1 – Environment Agency Flood Map for Planning

4.3.2 An area located in Flood Zone 3 indicates that sections of the Project are at a 1 in 100 year or greater probability of flooding from fluvial sources.

4.3.3 The Environment Agency's surface water flood mapping shows a small area of low risk surface water flooding within the Project Area.

4.3.4 The Project is also within an area at risk from flooding associated with failure of the local reservoirs. Even where reservoir flooding is seen as a risk it is extremely unlikely to happen. There has been no loss of life in the UK from reservoir flooding since 1925. All large reservoirs must be inspected and supervised by reservoir panel engineers. As the enforcement authority for the Reservoirs Act 1975 in England, the Environment Agency ensures that reservoirs are inspected regularly and essential safety work is carried out.

4.3.5 Due to the type of development (redesign / improvement of existing parking area), the proposals will not result in an increase in flood risk elsewhere with further information on impacts and mitigation provided in paragraphs 4.3.16 – 4.3.23 of this report.

Watercourses and Waterbodies

4.3.6 The River Don is situated to the north of the Project, flowing west to east, at this location the River Don is classed as an ordinary watercourse.

4.3.7 The Clough Beck tributary is culverted under the Trans Pennine Trail approx. 100m to the east of the site before flowing in to the River Don.

4.3.8 There are no ponds within the Project boundary, the nearest being a small pond approximately 100m to the south of the site.

4.3.9 Winscar Reservoir is located approx. 500m to the west of the Project, and Windleden Reservoir is located approx. 400m to the south.

4.3.10 The South Pennine Moors SAC and the Dark Peak SSSI are located approx. 550m to the west and both have potential hydrological connectivity due to being designated due to the presence of blanket mires, peat bogs and dry and wet heaths. There are also peat areas approximately 100m to the south east of the site.

4.3.11 The Project is located on a Secondary A aquifer. Secondary A aquifers are described by the Environment Agency as “permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers”.

4.3.12 The Project is located within the ‘Don from Source to Scout Dyke’ surface water body catchment. The current overall WFD status for this surface water body is Moderate with an objective to reach Good by 2027. The current overall WFD status for the groundwater body associated with the site (Don and Rother Millstone Grit and Coal Measures) is Poor, on account of effects associated with the presence of an abandoned coal mine, with an objective of Good by 2027.

Water Abstraction Licences

4.3.13 A summary of licensed abstractions has been obtained for the VIP Peak District (East) Project. There are 4 licenses located within the ‘Don from Source to Scout Dyke’ catchment the nearest being approximately 400m to the south associated with Windleden Reservoir (NE/027/0005/006). There are no records of unlicensed surface water abstractions.

4.3.14 There are no licenced groundwater abstractions within 1km of the site.

4.3.15 There are no Source Protection Zones (SPZ) or Safeguard Zones (SGZ) near the site.

Impacts/ Mitigation

4.3.16 Activities associated with the construction of the proposed car park and amenity area have the potential to result in water quality effects to the River Don, surface water and groundwater. Construction activity, including chemical / fuel use and the removal of vegetation and topsoil, may result in increased soil exposure. This could potentially lead to sediment impacts and mobilisation of existing soil based contamination (if present). Construction work will be undertaken in accordance with relevant non-specific measures within the Outline CEMP (Appendix 1) produced for the Proposed VIP Project to ensure that adverse effects are avoided.

4.3.17 The Project is within Flood Zones 2 and 3 and hence there is potential for the Project to impact upon flooding and drainage in the area during construction and operational stages, and for the works themselves to be potentially disrupted by the effects of flooding.

4.3.18 The car park comprises an area of previously developed predominantly hardstanding impermeable surface and the development (which maintains the existing use as recreational land) is anticipated to be defined as water-compatible development within Planning Practice Guidance (PPG) (https://www.gov.uk/guidance/flood-risk-and-coastal-change#Table-2-Flood-Risk-Vulnerability-Classification), hence is deemed to be appropriate development for within the flood zone.

4.3.19 Construction work will be undertaken in accordance with relevant non-specific measures within the Outline CEMP (Appendix 1) produced for the Proposed VIP Project, which

includes measures to reduce flood risk. No flood impacts are anticipated as a result of the development.

4.3.20 During operation, the design of the project has followed the general principles of the SUDs strategy developed for the Proposed VIP Project (Appendix 3). The car park has been designed to follow the existing car park ground levels where possible with a gradual fall to the south-east. Existing drainage pits will be utilised where possible and surface water will be directed towards soft landscaped areas. SUDs will include applying source-control techniques such as use of free-draining sub base areas and maximising the use of permeable surfaces through the inclusion of reinforced grass, additional wildflower and amenity grassland and proposed planting of native trees. Therefore, the Project is anticipated to reduce the rate of surface runoff in comparison to the existing baseline.

4.3.21 The new accessible link will constitute a hardstanding surface with the potential to increase the volume and rate of surface runoff generated. The surfaces will be composed of tar spray and chip to match the existing Trans Pennine Trail. In accordance with the principals of the SUDs strategy, the route will be laid at a similar elevation to the surrounding ground levels to maintain overland surface flow pathways.

4.3.22 Overall the area of impermeable hardstanding will be less than the current baseline.

4.3.23 Following the implementation of the measures outlined above, no adverse impacts are anticipated as a result of the proposed works.

4.4 Historic Environment

Designated Heritage Assets

Listed Buildings

4.4.1 There are no Listed Buildings in or around the Project boundary.

Scheduled Monuments

4.4.2 There are no Scheduled Monuments in or around the Project boundary.

World Heritage Sites

4.4.3 There are no World Heritage Sites in or around the Project boundary. The Project does not form part of the buffer zone of any World Heritage Sites.

Non-Designated Heritage Assets

4.4.4 There are non-designated heritage assets within, and in close proximity to, the Project boundary, relating to the former Sheffield, Ashton-under-Lyne and Manchester Railway and its associated infrastructure.

4.4.5 The former railway runs partially through and immediately to the south of the Project boundary. The route passed through Godley to the Woodhead Tunnel and was built between 1837 and 1941. The former railway line is identified as a non-designated heritage asset on the National Record of the Historic Environment (NRHE).

4.4.6 The site of the northern buildings of the former Dunford Bridge Railway Station is situated within the western half of the Project boundary. Opened in 1846 and closed in 1970, the site is also identified as a non-designated heritage asset on the NRHE.

4.4.7 Within the immediate surroundings of the Project boundary there are three non-designated heritage assets recorded by the regional Historic Environment Records (HER) maintained by the South Yorkshire Archaeology Service:

- Situated on Don View, approximately 100m directly west of the entrance of the Project, lies a Post-Medieval to Industrial, Toll Bar Cottage (this asset is mis-located on the HER and is actually 37m to the north of the Project boundary).
- Situated approximately 120m south-west of the Project boundary lies Woodhead Railway Tunnel.
- Situated approximately 80m south-west of the Project boundary (further south than Woodhead Railway Tunnel) is a disused railway line. This relates to the former Sheffield, Ashton-under-Lyne and Manchester Railway. This record duplicates the record maintained by the NRHE.

4.4.8 Existing metal tracks installed across part of the Site in the 1960's are proposed to be removed as part of the Proposed VIP Project.

Impacts/ Mitigation

4.4.9 The majority of the Project area is an existing car park. The potential for archaeological remains to be present associated with the features described above is moderate. It is expected that any such features will have already been disturbed or removed during their demolition and subsequent construction of the existing car park, however it is possible that in-situ remains of structural footings and surfaces survive which may be encountered during the Project works. It is therefore recommended that a watching brief is implemented during initial groundworks. Watching brief requirements will be discussed and confirmed with the local planning authority's archaeological advisor.

4.4.10 Following implementation of mitigation there are no anticipated significant impacts to heritage assets as a result of the Project.

4.5 Landscape and Visual

National Landscape Character

4.5.1 The Project boundary lies within the Dark Peak National Character Area (NCA). The Dark Peak NCA is a landscape of large-scale sweeping moorlands, in-bye pastures enclosed by drystone walls, and gritstone settlements, within the Pennine chain.

Regional Landscape Character

4.5.2 The Project sits at the junction of two separate regional landscape character assessments, the Peak District National Park Authority Landscape Strategy and Action Plan 2009 – 2019 (2009) and the Barnsley Borough Landscape Character Assessment, (2002).

4.5.3 The Project lies within the Upper Don River Valley Landscape Character Area (LCA) in the Barnsley Borough Landscape Character Assessment. This LCA is described as being

characterised by steep slopes and cloughs rising to the moorland plateaux above. Thurlston and Langsett Unenclosed Moorland LCA lies to the north.

4.5.4 Within the Peak District National Park Authority Landscape Strategy and Action Plan, the Project falls within the Slopes & Valleys with Woodland Landscape Character Type (LCT) which is characterised by steeply sloping and undulating topography. Moorland Slopes & Cloughs LCT lies to the immediate south and west and Open Moors LCT to the north.

Local Landscape Character

4.5.5 Local Landscape Character Types (LLCT) and Local Landscape Character Areas (LLCA) have been identified in order to rationalise the regional landscape character descriptions. These LLCT and LLCA are broadly based on the regional LCTs identified within the Peak District National Park but also take into account the Barnsley Borough Landscape Character Assessment. Each LLCT indicates the general characteristics of a particular type of landscape. The Project boundary lies within LLCT E1: *The Upper Don Wooded Valley Floor*. The following description for LLCT E is taken from Chapter 6 of the Proposed VIP Project Environmental Assessment Report:

- *LLCA E1 differs from surrounding character areas due to its enclosed nature as a result of topography and tree cover. It is highly valued as a recreational landscape. The car park at Dunford Bridge is promoted in relation to the Trans Pennine Trail which traverses the LLCA. The 400kV OHL runs through this LLCA and has an adverse influence on the character of its surroundings, affecting the sense of remoteness and tranquillity.*
- *Part of this LLCA falls within the Peak District National Park which also has a high recreation and conservation value. However, the scenic quality and coherence of the landscape is influenced by the presence of the 400kV OHL.*

Impacts/ Mitigation

4.5.6 Construction activities associated with the Project would have temporary negative impacts on the character of the landscape and visual amenity of the area, these would be short term and reversible. Impacts would arise from construction activities such as re-laying of car park surface, vehicle movements and removal of scrub and grassland.

4.5.7 The Project will likely have permanent landscape and visual impacts when in use. The continued use of the site as a car park is consistent with its established use and the improved design is expected to ensure that any landscape and visual effects are at least neutral with some being highly beneficial. The improved car park design will incorporate areas of reinforced grass, additional wildflower/ amenity grassland and proposed planting of native trees.

4.5.8 Although the new accessible link will reduce the amount of wildflower grassland to the south of the recreation area slightly, this would have minimal impact and the accessible link is likely to be perceived as a beneficial change. The path surface is proposed to be tar spray and chip to match the existing Trans Pennine Trail and will require relatively small changes in ground levels. The localised area is highly valued as a recreational landscape, the new accessible link is likely to improve the perception as a recreational area and will provide linkages for users to local amenities.

4.5.9 In summary whilst localised, temporary negative effects on landscape and sense of tranquillity may occur during construction. Upon completion, and particularly in the longer term, the Project is likely to be perceived as beneficial in enhancing the quality, condition and recreational value of the landscape.

4.6 Arboricultural Assessment

4.6.1 The Project will have some impact to vegetation at the site, an Arboricultural Assessment has been conducted in June 2019, in accordance with the guidelines contained within BS5837:2012. The specific implications of the proposed design have been assessed within a separate Arboricultural Implications Assessment (AIA) that supports the project application. The AIA assesses the impact of the Project on the existing tree stock and outlines mitigation actions, where appropriate, to minimise potential damage to retained trees. No trees were assessed as being of high quality (or retention Category A). The majority of tree groups assessed were considered of moderate quality (retention Category B) and some groups were assessed as low quality (retention Category C). In order to facilitate the proposed development, the findings of the AIA deem that it will be necessary to remove some small sections from the following two groups of trees and recently planted hedgerow:

- G1 – the proposal would require the removal of a small section of a group of young to early mature mixed species including Sycamore, Goat Willow, Silver Birch and Common Alder (Category B 2)
- G11 – the proposal would require the removal of a small section of a linear group of young to semi-mature mixed species including Sycamore, Hawthorn, English Oak and Goat Willow (Category C 2)
- H2 – the proposal would require the removal of a section of recently planted hedge of young mixed species including Hornbeam, Holly and Plum (Category C 2)

4.7 Ecology

Statutory Designated Sites

4.7.1 The Project is not within any statutory designated sites.

4.7.2 Two International/ European designated sites of International importance are present within 5km of the Project boundary; South Pennine Moors Special Area of Conservation (SAC) and Peak District Moors (South Pennine Moors Phase 1) Special Protection Area (SPA). The boundary of the SAC and SPA is approximately 560m from the site at its nearest point.

4.7.3 One designated site of National importance is present within 2km of the site; Dark Peak Site of Special Scientific Interest (SSSI). The boundary of the SSSI is approximately 560m from the site at its nearest point.

4.7.4 Due to distance and absence of any linkages no ecological effects are predicted upon these sites from the proposed car park works.

Non-Statutory Designated Sites

4.7.5 There are two non-statutory sites within 2km of the Project. The nearest being Western Moors Local Wildlife Site, the boundary of which is located approximately 10m south east of the Project boundary. Therefore, no direct effects upon Western Moors LWS are predicted as a result of the Project. The LWS site extends to an area of moorland of approximately 3,400ha south and west of Dunford Bridge. The Project is located within close proximity to the boundary however there will be negligible indirect disturbance effects upon species for which the LWS is designated; predominantly breeding birds. This Project will be localised within the area of the Proposed VIP Project and currently experiences a level of disturbance through use of the Trans Pennine Trail and local traffic. Significant available suitable moorland habitat is available for the numbers of nesting birds which may be temporarily displaced from LWS habitat closest to the Project.

4.7.6 A second non-statutory site; Wogden Foot LWS is located approximately 1.2km east from the site. Due to distance and absence of any linkages no ecological effects are predicted upon Wogden Foot LWS from the proposed car park works.

Habitats

4.7.7 The Extended Phase 1 habitat survey, which was re-affirmed in 2019 as part of the Proposed VIP Project, included the area of this Project boundary. The existing car park area itself is predominantly hard standing surface with only very occasional scattered scrub and tall ruderals. There is a corridor of young broadleaved woodland / scattered broadleaved trees and a strip of neutral semi-improved grassland along the northern boundary of the car park adjacent to the River Don. There is a small area of semi improved grassland to the east of the existing picnic/amenity site. Areas of hawthorn and elder scrub are present close to the National Grid access road and scattered broadleaved trees alongside the Trans Pennine Trail. There is a small area where young broadleaved trees have been planted to the west of the proposed accessible link.

4.7.8 A grassland area which was confirmed to be of increased botanical interest (as detailed in Appendix 7B of the Proposed VIP Project EAR) is located in the triangular area to the east of the proposed accessible link and is predominantly located outside of the Project Boundary. The effects of temporary loss of this habitat, which will have already occurred by the time of the construction of the accessible link and car park works, has been included in the assessment of the Proposed VIP Project. The Landscape and Ecology Management Plan for the Proposed VIP Project includes a commitment to the restoration of the grassland following the completion of the cable installation works.

4.7.9 A small stand of Japanese Knotweed has been identified within the area across which the accessible link is proposed. This is noted for information as it is proposed to have been removed in accordance with the LEMP for the Proposed VIP Project which will take place in advance of this Project.

Protected and Notable Species

4.7.10 A full suite of ecological surveys were carried out for the Proposed VIP Project as detailed in the Proposed VIP Project EAR which included the car park site as part of the study area. Having considered the findings of the surveys and the features of the Project the

following considerations are noted specifically relating to the car park redesign application:

- Bats - Bat activity was recorded alongside the River Don corridor close to the car park site (common pipistrelle), however no structures with bat roost potential have been identified within the site. A number of structures within the adjacent areas have been subject to roost surveys; including the Woodhead tunnel and Clough Beck culvert. A confirmed bat roost is present within Clough beck culvert located approximately 200m east of the site. Trees present within/adjacent to the site are young or semi-mature and provide no more than Negligible bat roost potential. No bat roost features will be loss as part of the car park redesign works.
- Breeding birds – the tree and scrub habitat present surrounding the Project and along the River Don corridor on the northern Project boundary provide suitable nesting habitats for breeding birds. The River Don corridor provides an important commuting corridor for birds (and other mobile species) to the wider landscape. This will be entirely retained to the northern Project boundary and will be supplemented by some additional tree planting. Loss of scrub habitat will be very limited to small areas arounds the periphery of the car park to facilitate the changes to the layout and the construction of the accessible link.
- Small areas of scrub and woodland habitat around the Project are present with potential to support notable mammal species such as hedgehog although this is generally confined outside of the Project area to the Trans Pennine Trail corridor in the east. The grassland and scrub in the southern end of the site closer to the boundary of Western Moors LWS may offer limited potential to support common species of reptile (although none were identified in surveys).

4.7.11 There are no protected species features / populations identified within the Project boundary which would be subject to significant effects from the Project.

Impacts/ Mitigation

4.7.12 The Project is mainly situated on the site of an existing car park and the majority of the proposals focus on re-configuring the existing layout within much of the existing boundary. Most of this area is already hard-standing with little or no ecological value and hence there are anticipated to be no adverse impacts across the majority of the area.

4.7.13 Grassland and trees to the north of the Project boundary are mostly outside of the development area although there will be some small areas of the existing semi-improved grassland to the east that will be lost associated with the re-configured amenity area. 26m^2 of semi improved grassland which was not assessed as part of the main EAR for the Proposed VIP Project will be lost to facilitate the amenity area. Additional native trees will be planted and replacement amenity grassland provided in this area.

4.7.14 In accordance with the LEMP for the Proposed VIP Project grassland located within the cable corridor will be restored to species rich grassland. However, by installation of the accessible link the Project application results in an area of up to approximately 182m^2 which cannot be restored to grassland. This is only a small proportion of the grassland to be restored within an area which is currently encroached by young trees and scrub.

4.7.15 The Project construction works will result in minor additional disturbance to species and species groups such as birds which may result in a period of displacement to adjacent areas. Compared to the amount of habitat which birds may be temporarily displaced from

(which is already subject to human and vehicle disturbance) located around the perimeter of the Project, there is significant suitable adjacent habitat in the local area.

The Project as detailed on the Planning Drawing (P10727-00-001-10101), includes the creation of new areas of grassland habitat within the car park including 353m^2 of wildflower grassland, 269m^2 of amenity grassland around the proposed reconfigured amenity area and planting of approximately 42 native trees. The additional tree and scrub planting will seek to provide additional nesting and foraging opportunities for birds, when compared to the existing car park, and seek to create some linkages between the River Don corridor and the area to the south of the Project boundary.

4.7.16 In accordance with the measures already outlined in the LEMP for the Proposed VIP Project the following mitigation measures will be adopted during the Project construction:

- Measures to control lighting and light spill during the construction period will ensure that the impact of disturbance upon bats from increased artificial lighting during construction is minimised.
- Removal of vegetation will be conducted outside of the bird breeding season wherever possible, or the vegetation will be examined for active nests by an ecologist immediately prior to removal.
- An environmental clerk of works will be present on site during site set up to ensure working areas are clearly delineated around the areas of grassland and vegetation to be retained and any features of interest to reptiles/notable mammals are removed under ecological supervision e.g. log or rubble piles.

4.7.17 It is therefore anticipated that no adverse ecological effects will occur as a consequence of the Project.

4.8 Access and Recreation

4.8.1 The Peak District National Park is seen as a critical element of the Derbyshire economy. The Trans Pennine Trail is promoted as ‘an exciting route for walkers, cyclists and horse riders linking the North and Irish seas, passing through the Pennines, alongside rivers and canals and through some of the most historic towns and cities in the North of England‘. The trail is a significant draw for visitors to the Peak District National Park.

4.8.2 The Dunford Bridge Trans Pennine Trail car park and picnic area is situated at an access point to the Trans Pennine Trail. The Trans Pennine Trail originates to the south of the car park and follows the course of the River Don in generally a western direction. The Trans Pennine Trail also forms part of the European Long Distance Footpath E8.

4.8.3 National Cycle Route 62 (NCR 62), shares the alignment of the Trans Pennine Trail in this area following the alignment of the disused Woodhead railway line as well as the Don Valley Trail from west to east.

4.8.4 Barnsley Metropolitan Borough Council’s PRoW definitive map shows two Public Bridleways. PRoW 26 is a small bridleway connecting Windle Edge Road to PRoW 25, this dissects the site through the car park. PRoW 25 is a bridleway that shares the route of the Trans Pennine Trail and NCP 62 starting at the point where the Trans Pennine Trail and NCP 62 leave Windle Edge Road.

4.8.5 PRoW locations within the Project area have been shown on the location plan provided within the application (PKD-660952-004).

Impacts/ Mitigation

4.8.6 It is anticipated that the Project would result in temporary impacts during construction to the access routes and PRoW that traverse across the Project area. In addition, there will be reduced parking provision in the area that would result in temporary reduced accessibility.

4.8.7 Construction is anticipated to take approximately 8 weeks and is currently programmed to be undertaken between January and March 2022, during the final stages of the VIP Project. It is anticipated that the works will be phased seeking to retain a limited number of available parking spaces (including disabled and horse box parking) and access to the Trans Pennine Trail and other PRoWs throughout. The proposed phasing will be agreed and managed by the appointed construction contractor. National Grid or its appointed construction contractor will liaise with Barnsley Metropolitan Borough Council and the bus operator regarding the safe management of bus service operation during that time.

4.8.8 Due to the size and scale of the construction there is unlikely to be any significant adverse effects of visitor perceptions in the wider area.

4.8.9 The improved car park design and layout are anticipated to promote increased usage of the area once the Project is complete, representing a beneficial effect. Post-construction, the Project is anticipated to provide significant benefits in terms of layout, visual appeal and accessibility. Providing better demarcation and space for a greater range of users and achieving improved compliance with accessibility legislation and standards has been one of the key drivers for the design of the Project, and in turn this is expected to allow increased uptake of the Trans-Pennine Trail and associated public access network.

5 CONCLUSION

5.1.1 It is concluded that the Project will not result in any significant adverse environmental impacts for the following key reasons:

- The site is already a car park and the proposed improvement works will largely take place within the existing hard standing area.
- The revised car park design provides environmental enhancements over the existing design through provision of reinforced grass, additional wildflower and amenity grassland, and the proposed planting of native trees.
- The proposed layout has looked to deliver on various requests from stakeholders for different users and has also incorporated measures such as a minimised area of open driving space, and speed bumps as anti-social behaviour prevention measures which have been highlighted as important.
- The design takes account of known constraints such as flood risk to ensure that the redesigned car park performs equally or favourably in environmental terms in comparison with the existing layout.
- Construction will incorporate appropriate mitigation measures to prevent pollution, harm and disturbance to habitats and species.

5.1.2 In addition to, the very substantial landscape and visual benefits of seeing this section of overhead line buried below ground, these proposals for the permanent re-design and improvement of the Dunford Bridge car park/bus turn-around/horse box parking and picnic area will deliver a lasting positive benefit which will significantly enhance the visitor experience at Dunford Bridge as a gateway to the National Park.

APPENDIX 1: PROPOSED VIP PROJECT OUTLINE CEMP

APPENDIX 2: PROPOSED VIP PROJECT ASBESTOS MANAGEMENT PLAN

APPENDIX 3: PROPOSED VIP PROJECT SUDS STRATEGY