**MIXED-USE REDEVELOPMENT COMPRISING DEMOLITION OF EXISTING BUILDINGS ON APPLICATION SITE AND REPLACEMENT WITH RETAIL AND LEISURE ELEMENTS, INCLUDING NEW MARKET, MULTI-STOREY CAR PARK AND SURFACE LEVEL CAR PARK, NEW PEDESTRIAN ROUTES, PUBLIC REALM, MEANS OF ACCESS AND LANDSCAPING AT THE 'BARNSLEY MARKET SITE' AND FORMER CEAG SITE**

**APPLICATION BY THE 1249 REGENERATION PARTNERSHIP LLP**

**NON-TECHNICAL SUMMARY OF ENVIRONMENTAL STATEMENT**

1. An application seeking full planning permission has been submitted by The 1249 Regeneration Partnership LLP on the Barnsley Markets site in Barnsley town centre, which proposes the redevelopment of land currently occupied by the Metropolitan Shopping Centre, Barnsley Markets, the Council offices, the former carpet warehouse and the former CEAG premises, either side of the railway line. The application comprises the demolition of existing buildings on the site and their replacement with new retail and leisure elements, including shopping, food and drink outlets, a new market, multi-storey and surface level car parks, new pedestrian routes, public realm, means of access and landscaping.

2. The new development would comprise 35,903 sq.m. retail (inclusive of a 7,937 sq.m. department store and 1,612 sq.m. A3 uses); 8,003 sq.m. new market (inclusive of 789 sq.m. A3 uses); 4,118 sq.m. leisure element (multi-screen cinema) and the remaining development will comprise the servicing, multi-storey and surface level car parks and public realm areas.

3. The environmental statement has examined the impact of the development upon a number of aspects, which have all been agreed with the Council.

4. In planning policy terms, the development generally accords with all the key policies in the development plan and Government guidance in relation to seeking to regenerate town centres and improve retail, leisure and other facilities. The proposals are also compliant with emerging local policy in the draft Core Strategy and the Council has also indicated that it wishes to see the redevelopment of the site for the scheme in its draft Town Centre Action Area Plan.

5. A Landscape and Visual Impact Assessment of the new development has been carried out. The development will replace somewhat unsightly existing development, including the Council offices. Whilst parts of the proposed development will appear slightly higher than the existing buildings they will replace, it is considered that the development will, as a whole, be a significant improvement to what is already on site.

6. There are no listed or other protected buildings on the site. The redevelopment of the site in the 1970s will have removed any archaeological interest, although the developers have offered to monitor the construction of the development to see whether any archaeological interest remains. The development will not unduly affect the conservation interests within Barnsley.

7. The site has a history of industrial use on it before the redevelopment for the Metropolitan Shopping Centre and there may, therefore, be some areas on site which need to be assessed in more detail to see whether contamination exists. However, the initial survey work carried out indicates no insuperable problems to the redevelopment of the site in terms of the presence of any contaminated land.

8. In traffic and transport terms the site is very well located for public transport, being close to the newly redeveloped Barnsley Interchange. In highway terms, the number of key junctions affected by the development has been assessed and it has been concluded that the development will not cause any unacceptable queuing or other impact at them. It has also been concluded that the construction work can be undertaken without significant disruption to other town centre destinations.

9. There has been an assessment of noise generated from the development, both during construction and operation. The main impact in such terms will be from the construction of the development upon specific points. It is accepted that the construction will have to be controlled in terms of, for example, hours of operation to ensure that excessive noise does not occur.

10. Similarly, in terms of air quality (ie, dust, etc) there are already quite high levels of air pollution existing within Barnsley town centre arising from traffic and other pollutants. An assessment has been made of potential air quality impacts associated with the development and construction phase of the development. These were considered to include the generation of dust from both activities and exhaust emissions by construction and demolition phase road traffic and on-site plant. This amount could be reduced by measures designed to minimise such pollution as part of the development. Dust generated from the construction phase of the scheme will be reduced to acceptable levels by a number of measures, which the Council could control, such as the watering down of areas where materials are being stored and control over how materials are brought into the site and the method by which the existing buildings are demolished. All potential impacts of the construction and demolition phase are predicted to be minor in nature, whilst impacts of the operational phase road traffic and operational phase odour emissions are considered to be neutral in significance.

11. The development site is located in an area with a low risk of flooding. Surface water runoff from impermeable areas of the site will be discharged to public surface water sewers and the Sough Dyke at rates 30% lower than current discharge rates on the site. This will therefore have a beneficial impact on the receiving watercourse.

12. The site has been assessed in terms of its ecological value, which has been found to be very low. A more detailed survey has been carried out of any activity from bats on the site which, again, has concluded that the site has little or no value.

13. The proposed development seeks to improve the opportunity and standard for pedestrian access compared to that which currently exists and a key element of the development will be the provision of new public realm which will limit the development to the existing fabric of the town centre via three new public spaces; May Day Green at the end of Queen Street, Market Square opposite the new transport interchange and Midland Square adjacent to the Cheapside entrance to the Alhambra Centre. These new spaces are limited via new pedestrian streets, the extension to Midland Street and the new Market Parade. The public realm and accessibility through the scheme will therefore be a significant improvement on the existing situation.

14. The development has been assessed in terms of its landscape impact which, in particular, concentrates on the quality of public space around the development, especially pedestrianised areas. Whilst some existing trees will be lost as part of the development, these will be replaced by an improved landscaping scheme and better specimens, as well as hard surfaced/hard landscaped areas. This will lead to an overall improvement in the quality of public spaces in the vicinity of the site.

15. The site will take approximately three years to be developed in its entirety. Phase 1 of the development, however, will be the construction of the new surface level car park on the CEAG site and the new covered market, which will be located immediately off Kendray Street. It is accepted that the construction of this major development will have an impact on the town centre in terms of interruption of pedestrian routes and also generation of additional noise, dust and traffic. However, the assessment concludes that with the appropriate controls in place by the Council, in accordance with Control of Pollution legislation, the impact of construction will be temporary and can be controlled to acceptable levels.

16. In these terms, therefore, the benefits to Barnsley of this major new development will be significantly positive and the main temporary impact of the construction of the scheme is deemed to be acceptable.