



# Land South of Dearne Valley Parkway

## Environmental Statement Addendum

On behalf of **EQUITES NEWLANDS (GOLDTHORPE) LTD**

## Document Control Sheet

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	<b>Name</b>	<b>Position</b>	<b>Date</b>
<b>Prepared by:</b>	AB	Graduate Infrastructure and Environmental Planner	August 2024
<b>Reviewed by:</b>	NS	Senior Environmental Planner	August 2024
<b>Approved by:</b>	LW	Director	August 2024
<b>For and on behalf of Stantec UK Limited</b>			

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# 1 PREAMBLE

1.1.1 In December 2023 Equites Newlands (Goldthorpe) Ltd (the ‘Applicant’) submitted a hybrid planning application (Ref: 2023/1105) to Barnsley Metropolitan Borough Council (BMBC) for the following proposals on approximately 85.31 hectares (ha) of on land South of Dearne Valley Parkway at Bolton upon Dearne/Goldthorpe (the Site):

*“Outline permission sought for the construction of Storage and Distribution (Use Class B8) and General Employment (Use Class B2) space with ancillary offices and gatehouses on four separate, self-contained and severable plots as shown on the submitted Parameters Plan. All matters reserved except for site access. Full permission sought for engineering infrastructure works to support the employment development comprising: the access roads; earthworks to create the development platform zones/bunding; drainage and culvert works; a flood compensation area; and strategic landscaping areas.”*

1.1.2 An Environmental Statement (ES) prepared in accordance with the *Town and Country Planning (Environmental Impact Assessment) Regulations 2017<sup>1</sup>* as amended (the EIA Regulations) accompanied the planning application.

## 1.2 BACKGROUND AND NEED FOR THIS ES ADDENDUM

### PARAMETER PLAN CHANGES

1.2.1 Following submission of the December 2023 ES and planning application (planning application reference: 2023/1105) statutory consultation took place and changes have been made in relation to landscaping, biodiversity and active travel enhancements. This subsequently resulted in a change to the parameter plan and landscape location plan which was submitted for approval as part of the December 2023.

### ADDITIONAL TECHNICAL REPORTS

1.2.2 The ES Addendum also summarises and includes a number of additional reports that either update, or supplement, ES technical appendices. Some of these reports have been prepared in response to consultation comments and some to reflect additional detailed survey work that was not available at the time the planning application and ES were submitted.

## 1.3 STRUCTURE OF THE ES ADDENDUM

1.3.1 The ES Addendum is designed to be read alongside the ES. The updates to each ES Chapter are addressed within this preamble. Table A.1 below indicates whether each chapter has been updated within this ES Addendum. Chapter numbers correspond to those used in the ES.

**Table A.1: ES Addendum Structure**

Chapter No.	ES Chapter	Author	ES Addendum Chapter Updates
		Stantec	Preamble
1	Introduction		Not updated.
2	EIA Methodology		Appendix 2.4 Preliminary Ground Investigation Report
3	Site and Development		Change to development description Figure 3.1A Updated parameters plan Figure 3.2A Landscape location plan

<sup>1</sup> UK SI 2017 No.571

Chapter No.	ES Chapter	Author	ES Addendum Chapter Updates
4	Alternatives and Design Evolution		Description of design evolution in response to consultation comments Figure 4.1A Illustrative Masterplan
5	Construction Methodology		Shifted construction programme with Q1 commencement Updated CEMP – more detailed biodiversity mitigation
6	Socio-Economics		No change
7	Cultural Heritage	RPS	Additional Appendix 7.5 – Trial Trenching Report Additional Appendix 7.6 – Overarching WSI Additional Appendix 7.7 – John o’Gaunts Noise and Air Mitigation Additional Appendix 7.8 – Hickleton Conservation Area Noise Mitigation Additional Appendix 7.9 – Listed Wall Technical Note  Conclusions of ES remain valid – additional information support this. Summarised in Section 1.5.
8	Landscape & Visual	FCPR Environment and Design Ltd	Figures 8.24A to 8.59A – replacement montages Figures 8.61A – 8.63A – replacement cross sections  Conclusions of ES remain valid. Summarised in Section 1.5.
9	Biodiversity		Additional Appendix 9.11 Ecological Update and Management Technical Note Additional Appendix 9.12 Framework Landscape & Ecology Management Plan Additional Appendix 9.13 Marsh Harrier Evidence Base  An updated CEMP including additional mitigation required by BMBC and an Ecological Design Evolution Document showing how the scheme has evolved to provide additional mitigation have been prepared and will be submitted.  Conclusions of ES remain valid – additional information support this. Summarised in Section 1.5.
10	Water Resources & Flood Risk	Hydrock Consultants Ltd	Updated Appendix 10.2A Drainage Management Strategy.  No change
11	Soils & Agricultural Land	Land Research Associates Limited	No change
12	Noise	Vanguardia	No change
13	Transport and Access	Fore Consulting	Additional Appendices 13.2 – 13.6 Technical Notes in response to statutory consultation responses.

Chapter No.	ES Chapter	Author	ES Addendum Chapter Updates
			Conclusions of ES remain valid – additional information support this. Summarised in Section 1.5.
14	Air Quality	Vanguardia	Conclusions of ES remain valid – additional information support this. Summarised in Section 1.5. Appendices 14.5 and 14.6: Air Quality Technical Notes
15	Climate Change	Stantec	No change
16	Summary and Residual Effects		No change
	Non-Technical Summary		Updated to explain the purpose of the ES Addendum, provide the updated plans and justify that the conclusions of the December 2023 ES remain unchanged.

## 1.4 METHODOLOGY

1.4.1 The following terminology is used throughout this addendum:

- The ES submitted alongside the planning application in December 2023: the “December 2023 ES”.

1.4.2 As changes to the December 2023 ES Chapters 3 (Site and Development Description), 5 (Construction Programme & Phasing) as well as technical chapters 7 (Cultural Heritage), 8 (Landscape & Visual), 9 (Biodiversity), 13 (Transport and Access), and 14 (Air Quality) are minor, they will all be considered in Section 1.5 of this Preamble.

1.4.3 The conclusions of the December 2023 ES remained valid for all technical chapters and justification is provided below.

## 1.5 ES CHAPTER UPDATES

### CHAPTER 3: SITE AND DEVELOPMENT DESCRIPTION

1.5.1 The description of development provided in Chapter 3 of the December 2023 ES has changed, the updated description of development is provided below:

*“hybrid planning application comprising an application for outline planning permission for the construction of Storage and Distribution (Use Class B8) and General Employment (Use Class B2) space with ancillary offices and gatehouses with all matters reserved except for site access and full permission and an application for full planning permission for engineering infrastructure works to support the employment development comprising the access roads; earthworks to create the development platform zones/bunding, drainage and culvert works, a flood compensation area and strategic landscaping areas”*

1.5.2 This change has been made to ensure that the Development aligns with recent case law on severable planning permissions.

1.5.3 Figure 3.1A illustrates the updated Parameter Plan for the outline element of the application. Figure 3.2A Landscape Location Plan shows the updated plans for the detailed element of the application, showing the landscaping areas in relation to the internal road network and built form within the Site boundary.

1.5.4 Further clarification can also be provided on the full application component, in addition to that set out in 3.14 – 3.19 of the December 2023 ES. The Proposed Development will comprise earthworks and

infrastructure works to create three fully services development plateau areas, with the southernmost one divided into two parts to create a total of four development plots (Plots 1 to 4).

#### **CHAPTER 4: ALTERNATIVES AND DESIGN EVOLUTION**

- 1.5.5 The Ecological Design Evolution Document describes where the scheme has evolved in response to consultee responses provided within statutory consultation. The changes made are in relation to landscaping and biodiversity enhancements.

#### **CHAPTER 5: CONSTRUCTION PROGRAMME & PHASING**

- 1.5.6 Due to changes in the parameters and mitigation for the Development, the indicative construction timeline for the Development has changed from what was stated in the December 2023 ES.
- 1.5.7 The construction phase of the Development is anticipated to commence in early 2025, subject to gaining planning permission, and span approximately two years, with the buildings within the outline element of the application to follow the ground and other works of the full planning application element. Overall, the construction process is expected to be completed by 2027.
- 1.5.8 However, the Applicant has stated that a construction completion date of summer 2026 which was reported in the December 2023 ES is potentially still achievable.

#### **CHAPTER 7: CULTURAL HERITAGE**

- 1.5.9 Additional trial trenching has been undertaken and is included as Appendix 7.5. The trial trenching was successful in confirming the results of the previous non-intrusive surveys and revealed the presence of a large co-axial field system with no corner enclosures, corrals or evidence of working areas or settlements. This confirms the conclusions of the December 2023 ES that following archaeological mitigation, it is considered that the residual effects on archaeological remains will be of minor significance. The County Archaeologist agreed with this position in their response at statutory consultation and suggested a pre-commencement condition. An overarching Written Scheme of Investigation (WSI) has been prepared and is included as Appendix 7.6, which sets out the general approach and seek to set out areas where no further works are required. The WSI has been discussed and agreed in principle with the county archaeologist, however full confirmation is being sought from the Applicant. Specific method statements will be required for each phase as they come forward.
- 1.5.10 The response from the City of Doncaster Council (CDC) at statutory consultation raised concerns regarding the potential for impacts upon heritage assets (specifically Grade II Listed Buildings NHLE 1286764 & 1314788 and historic buildings in the Hickleton Conservation Area), relating to vibration and, indirectly, noise or changes in air quality resulting from traffic associated with the Development. It also states that a listed wall in Hickleton needs to be assessed for impact. The potential impacts raised by CDC have been considered in Appendices 7.7-7.9, which comprise Technical Notes addressing each of the heritage assets identified. These have concluded that impacts are very unlikely to occur and that indirect impacts relating to noise and air quality may be prevented or minimised through the use of appropriate mitigation.
- 1.5.11 The conclusions of the December 2023 ES therefore remain valid and are supported by the additional information submitted in Appendices 7.5-7.9 of this ES Addendum. It is considered that the only significant effect in terms of the EIA Regulations would be the removal of four historic hedges within the Site, which would result in a moderate adverse effect. The construction and operation phases of the Development will have minor adverse (not significant) effects on the Billingley Conservation Area as a result of visual change in its setting. No effects are predicted in respect of any other designated heritage assets.

#### **CHAPTER 8: LANDSCAPE & VISUAL**

- 1.5.12 At the request of BMBC, the montages have been updated to provide a note confirming what the maximum parameters are (Figures 8.24A to 8.59A). The cross-sections have been subject to a minor update to account for a slight change in the location of the path to the outer edge (Figures 8.61A to 8.63A).

1.5.13 These minor updates to the Figures do not change the conclusions of the December 2023 ES, which therefore remain valid. Whilst there would inevitably be some adverse landscape and visual effects at the outset (during construction and upon completion at Year 0), it is judged that the impact of the Development and the consequential effects would be localised and limited. These initial landscape and visual effects would diminish over time as the landscape and Green Infrastructure proposals establish and mature, therefore reducing some landscape and visual effects in the longer term, at Year 15. It is therefore concluded that the local landscape has capacity to absorb change through the introduction of the Development.

## CHAPTER 9: BIODIVERSITY

1.5.14 BMBC, the RSPB and the Wildlife Trust raised a number of concerns regarding Biodiversity at statutory consultation, which are set out in Table A.2 below. The Response column explains how these concerns have been addressed, including amendments to the proposed landscaping and an overview of the further detail provided within the updated and additional ES Appendices, the Ecological Design Evolution Document and the updated CEMP.

**Table A.2: Responses to Biodiversity Statutory Consultation Responses**

Comment	Response
The on-site mitigation was not specifically geared to the bird populations expected (mainly Willowtit and Marsh Harriers).	<p>The proposed landscaping has been reconfigured to provide additional appropriate mitigation. The details of these updates are provided within the Ecological Design Evolution Document.</p> <p>The updated CEMP includes further mitigation required by BMBC Ecology, which will be secured via condition.</p> <p>Appendix 9.4 Marsh Harrier Technical Note provides information on the evidence base on Marsh Harriers and sets out how the proposed mitigation is suitable. Appendix 9.13 Marsh Harrier Evidence Base provides an overview of the academic evidence base available to support the conclusions made regarding significance of effect and mitigation for Marsh Harriers.</p>
Insufficient detail has been provided on future management.	Appendix 9.12 Framework LEMP provides details on management into the future. It will be controlled via an obligation. Appendix 9.11 Ecological Update and Management Technical Note provides further detail on mitigation and management.
Insufficient mitigation to offset the loss of wintering / farmland bird habitat.	It is considered that the impact on farmland birds would not be sufficient to warrant mitigation. A schedule of winter feeding has also been proposed to mitigation against impact on wintering birds.
Insufficient detail on various ecological concerns.	Further detail on these ecological concerns have been provided through the documents prepared as part of the August 2024 additional submission, primarily within Appendix 9.12 Framework LEMP and Appendix 9.11 Ecological Update and Management Technical Note.
Concern regarding ecological impacts caused by air quality.	Appendix 14.15 Air Quality Consultation Response has been prepared to in response to this query. Further detail is provided below under Chapter 14: Air Quality.

1.5.15 The updates to Ecology since the December 2023 ES comprise refined mitigation and the provision of further information (covering evidence base, surveying and management). The conclusions of the December 2023 ES remain valid: all likely significant adverse effects on habitats and species of ecological interest are avoided or mitigated through the design of the Development, and therefore the Proposed Development does not have significant impacts.

## CHAPTER 13: TRANSPORT AND ACCESS

1.5.16 As a response to concerns raised during statutory consultation, a number of notes have been submitted which provide further information regarding Transport and Access, and the Travel Plan has been updated.

**Table A.3: Responses to Transport and Access Statutory Consultation Responses**

Comment	Response
<p><u>National Highways</u> Initially objected to the application on the basis that additional information was required including further modelling on strategic junctions to the east and west. Additionally, did not consider the active travel proposals to be sufficient to allow for a 10% reduction in traffic through sustainable trips.</p>	<p>Two Technical Notes (Appendices 13.2 and 13.3) have been prepared and submitted to National Highways which provided the additional information and modelling required. An updated Framework Travel Plan has also been provided. Following the receipt of these documents, the final response of National Highways was no objection subject to a condition limiting the B2 floorspace.</p>
<p><u>BMBC</u> Set out concerns relating to the Transport Assessment, Travel Plan and that contributions were required.</p>	<p>Appendix 13.4 has been prepared and submitted to BMBC which supplies additional information on the gravity model and further evidence.</p>
<p><u>South Yorkshire Mayoral Combined Authority</u> Consider the southern footpath link to be unsuitable and therefore do not accept the active travel proposals. Additionally requested funds for additional bus services and associated infrastructure.</p>	<p>A Technical Note set out the proposed active travel route, which have been upgraded since the December 2023 ES, including a contribution towards upgrading the footpath link and a wider network of active travel proposals.</p>

1.5.17 The updates to Transport and Access in Appendices 13.2-13.4 provide further information and modelling, which do not change the conclusions of the December 2023 ES. The residual effects of the construction phase of the Proposed Development are considered to be negligible. During the operational phase, the likely effects of the Development in terms of severance, pedestrian delay and fear and intimidation are considered to be of minor adverse significance. The likely effects of The Development in terms of driver delay, non-motorised user amenity and road safety are considered to be negligible.

## CHAPTER 14: AIR QUALITY

1.5.18 An independent Air Quality Assessment (AQA) Review was undertaken in May 2024 on behalf of BMBC for the Air Quality ES Chapter of the December 2023 ES. Vanguardia (the Air Quality specialists acting on behalf of the Applicant, who authored the December 2023 Air Quality ES Chapter) then prepared an Air Quality Technical Note (Appendix 14.15) dated June 2024, in response to the AQA Review. A further review note, produced on behalf of BMBC, was provided to the Applicant, addressing the June 2024 technical note (Appendix 14.15).

1.5.19 The following, high priority queries were raised in the May 2024 AQA Review:

- *The Applicant should undertake further modelling studies of the proposed mitigation measures to confirm that the impacts would become “negligible”. It is recommended that the ecological assessment of air quality impact’s is reviewed by Barnsley’s Ecologist to confirm an adequate assessment has been undertaken (AQ4).*
- *The Applicant should undertake further modelling studies of the proposed mitigation measures to confirm that cumulative impacts would be negligible (AQ7).*
- *The Applicant should conduct a more robust study of the effects of mitigation measures and then provide an overall significance of the impact of the development based on the outcome of this study (AQ8).*

- 1.5.20 The note provided on behalf of BMBC, addressing the June 2024 technical note produced on behalf of the Applicant (Appendix 14.15), states the following in regard to the high priority queries (AQ4) (AQ7) and (AQ8).

*The applicant has provided a mitigation strategy in response to the impacts at the ecology sites and human receptors, however no modelling has been undertaken based on the proposed junction improvement or bypass to demonstrate the extent of air quality improvement expected to be achieved.*

- 1.5.21 With regards to air quality impacts at ecological sites, in line with the above, and with comments received from Natural England in March 2024, it is considered that, with appropriate mitigation measures, the adverse effects on ecological sites would be alleviated and the development would be acceptable.
- 1.5.22 With regard to additional modelling, this is not considered appropriate in the planning application. It is not possible for air quality modelling of the bypass to be undertaken for various reasons including: the route and design of the bypass is unknown, and there is no planning permission or application for the bypass that could provide information for air quality modelling to be undertaken.
- 1.5.23 On the proposed junction, the technical note (Appendix 14.15) states “*The applicant has [...] with an additional amount contributing towards a further study on improving air quality in Hickleton or a highways improvement scheme to reduce idling at the Hickleton Road and A635 junction, as an example. It is noted that, as referenced above, financial contributions towards road improvements are anticipated to be secured via Section 106 agreements.*”
- 1.5.24 The Applicant has not committed to providing junction improvements at the Hickleton Road and A635 junction, only offering the mitigation measure as a potential measure that BMBC could take forward. It is therefore considered that full air quality modelling of junction improvements would not be appropriate or proportionate at this time in the planning application process. Should junction improvements be secured via S106 agreements with BMBC, then the contribution is designed to be used flexibly by Doncaster in line with their emerging Air Quality Management Plan. The options set out within the technical report (Appendix 14.15) were examples of how the contribution could flexibly be used.
- 1.5.25 The note provided on behalf of BMBC, addressing the June 2024 technical note produced on behalf of the Applicant (Appendix 14.15), states the following:

*Cumulative impacts and the significance of impacts have also not been re-assessed.*

*The applicant has undertaken an updated air quality modelling assessment using 2023 traffic data and provided an updated the model verification exercise using 2023 monitoring data. The updated modelling results do not change the conclusions of the previous modelling assessment with regards to the significance of impacts of the scheme alone and in combination with cumulative developments at John O Gaunts, as substantial impacts are still predicted. However, slight and moderate adverse impacts are no longer predicted at other sensitive receptors in Hickleton.*

- 1.5.26 As mitigation measures have been refined and clarified in the technical note (Appendix 14.15), there is no requirement for cumulative impacts to be re-assessed. As stated above the Applicant has undertaken an updated air quality modelling assessment using 2023 traffic data and provided an updated model verification exercise using 2023 monitoring data. There are considered to be no changes to the conclusions of the cumulative effects reported in the December 2023 ES.

*The mitigation strategy provided in the TN is specific to John O Gaunts and assumes that mechanical ventilation is viable. However, the mechanical ventilation system proposed, its maintenance strategy and the effectiveness of this to reduce concentrations such that the air quality impact would become negligible has not yet been established.*

- 1.5.27 The December 2023 ES Chapter states that “*A review of the indicative specification of a filtration system (Airclean - Indoor Air Quality Filtration System) indicates that up to 90% of NO<sub>x</sub>/NO<sub>2</sub> emissions can be removed. Based upon a worst case assumption that the overall outside concentrations of 60.0 µg/m<sup>3</sup> will be experienced inside of the John O Gaunts receptor (due to the openable windows on the façade facing*

*the A635), and the filtration system worked at optimal efficiency, the overall concentrations are anticipated to be well below the NO<sub>2</sub> air quality standards.”*

- 1.5.28 The technical note (Appendix 14.15) highlighted that the applicants position on mitigation had progressed since the submission of the December 2023 ES Chapter.
- 1.5.29 With regards to mechanical ventilation, AAC Eurovent have been consulted on providing NO<sub>x</sub> filters to John O Gaunts, the technical specification and efficiency of which is provided in Appendix 14.16. Based on technical testing, the efficiency of this filter could be as high as 75.43%, indicating the air quality concentrations inside the affected property would be comfortably within NO<sub>2</sub> air quality standards if this form of ventilation was implemented. The delivery of this mitigation would be secured via the section 106 agreements.
- 1.5.30 Additional measures, in line with the Doncaster Air Quality Action Plan were suggested, including a contribution towards a wider mitigation system such as Roadvent (supplied by Pollution Solution), the technical specification and efficiency of which is provided in Appendix 14.16. As indicated in the technical note (Appendix 14.15):

*Modelling was undertaken in a similar environment to Hickleton to understand the potential benefit of Roadvent. The technology was deemed to provide a sustained and significant reduction in air pollutant concentrations near to the modelled road.*

- 1.5.31 Technical specifications of the above technology are based on performance testing of the equipment, and it is reasonable to assume they are accurate.
- 1.5.32 This is considered appropriate and proportionate and has allowed the pre-mitigation and residual effects to be assessed, complying with the EIA Regulations and case law to provide sufficient information for the planning application to be determined. Should detailed assessment be advantageous to refine the design of the ventilation within the effects assessed, this could be undertaken at the appropriate stage of design.

## 1.6 CONCLUSIONS

- 1.6.1 This ES Addendum addresses updates to the Cultural Heritage, Landscape & Visual, Biodiversity, Transport and Access, and Air Quality ES Chapters following responses from statutory consultees and further assessment work undertaken in response to consultation, following submission of the planning application in December 2023. The conclusions of the December 2023 ES remained valid for all technical chapters as per the justification provided in Section 1.5.

## 1.7 AVAILABILITY OF THE ES ADDENDUM

- 1.7.1 The December 2023 ES (Ref: 2023/1105) and this ES Addendum are available for viewing by the public online at:

<https://www.barnsley.gov.uk/services/planning-and-buildings/view-or-comment-on-planning-applications/>

- 1.7.2 Comments on the planning application can be made to the Planning Department at the following address:

Planning Development Management  
Barnsley Metropolitan Borough Council  
PO Box 634  
Barnsley  
S70 9GG

Tel: 01226 772595

Email: [developmentmanagement@barnsley.gov.uk](mailto:developmentmanagement@barnsley.gov.uk)

- 1.7.3 Additional paper copies of this ES Addendum can be purchased at a cost of £50. Copies of the ES Addendum can be obtained on data stick for £15. All documents are available from:

Environmental Planning Team  
Stantec  
7 Soho Square  
London, W1D 3QB.

Tel: 020 7446 6888

[IEPEnquiries@Stantec.com](mailto:IEPEnquiries@Stantec.com)

