October 2023 | P18-1848

UPDATED ENVIRONMENTAL STATEMENT –

Non-Technical Summary

LAND SOUTH OF BARUGH GREEN ROAD AND EAST OF HIGHAM COMMON ROAD, BARNSLEY

ON BEHALF OF STRATA STERLING BARNSLEY WEST LIMITED

Pegasus Group

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INTRODUCTION

1. This document provides a Non-Technical Summary of the Updated Environmental Statement which has been prepared to accompany 2no. hybrid planning applications by Strata Sterling Barnsley West Ltd (the "Applicant") for a development comprising of up to 1,560 Dwellings [a reduction from the previous 1,760] and up to 43 Hectares of Employment Land on Land south of Barugh Green Road, Barnsley (Local Plan site allocation 'MU1') (the "application site"). The updated Environmental Statement replaces in full the earlier Environmental Statement, dated July 2021.

2. The Application Site is situated within the administrative area of Barnsley Metropolitan Borough Council. The location of the Application Site is shown on **Figure 1** below and the extent of the Application Site is shown on **Figure 2**.

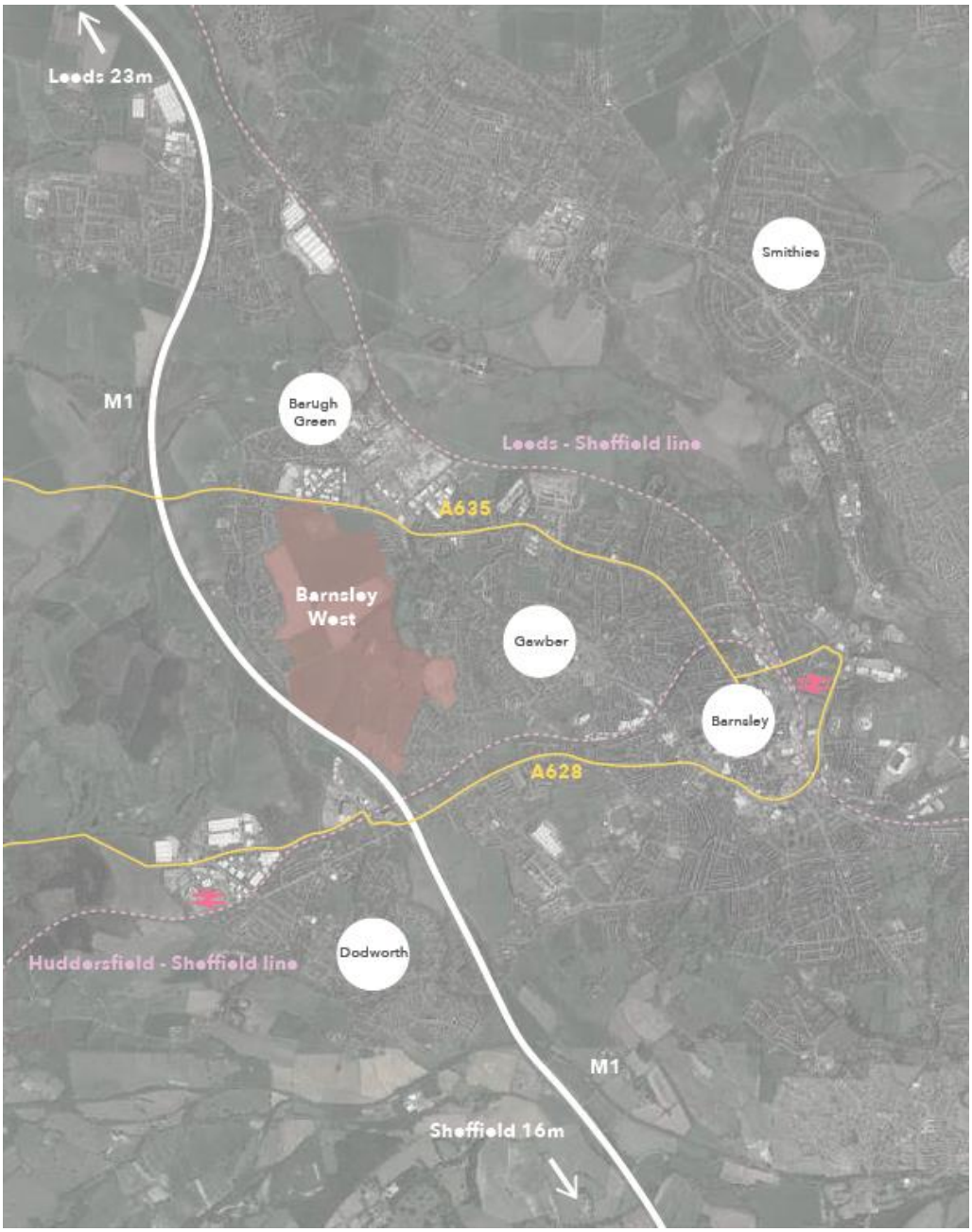

Figure 1: Site Location

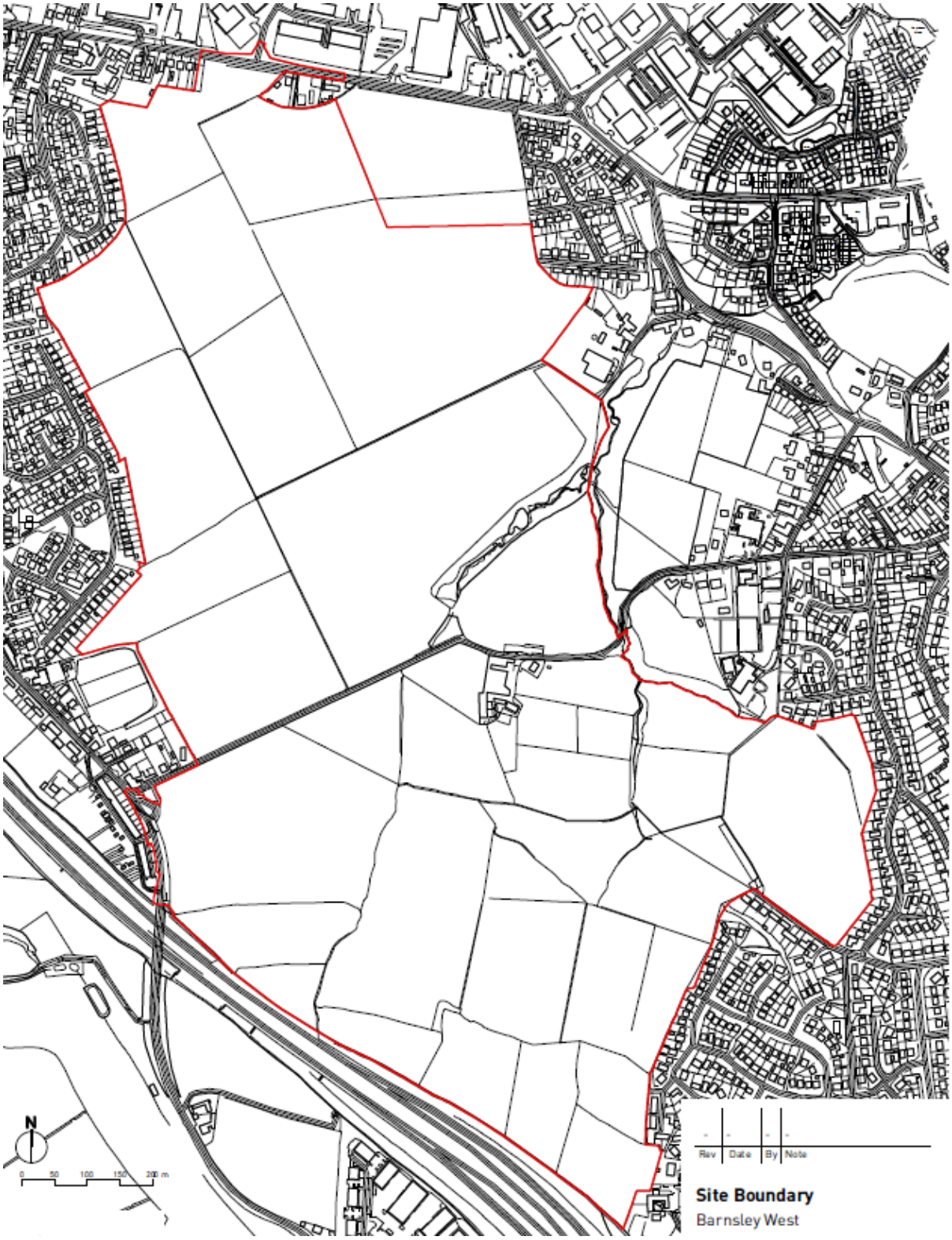

Figure 2: Site Boundary

THE APPLICANT - STRATA STERLING BARNSLEY WEST LTD

3. Strata Sterling Barnsley West Ltd are a joint venture between developer Strata Homes and Sterling Capitol PLC.

4. Strata Homes are an established home builder with 18 current developments across Yorkshire and the Midlands and head offices in Doncaster. Their Chief Executive, Andrew Weaver, is the fourth generation of the family to run the business. A love of design is echoed throughout every house type, street scene and show home created by Strata. They have an unrivalled attention to detail and care for product quality and specification. They are continually looking forward and progressing to be the best in the market.

5. Sterling Capitol develops high quality industrial, office, leisure and retail properties within its Capitol Park branded business parks located along prime motorway junctions across northern England. From acquisition and joint ventures, to construction and ongoing property management, Sterling Capitol realises long-term value for its customers and partners with a focus on sustainability. As part of this, Sterling have delivered over 8,000 jobs in the Yorkshire area.

THE APPLICATION SITE

6. The site is located 2km west of Barnsley town centre, on land between the communities of Gawber, Higham, Pogmoor, Redbrook and Barugh Green and immediately north-east of Junction 37 of the M1 motorway. The site comprises of approximately 116 hectares of open fields, which were previously an open-cast mine and later refilled. The centre of the site has an approximate grid reference of 431700,407250.

7. The site comprises a significant proportion of the wider 'Barnsley West Masterplan Framework' area which is allocated for development within the Barnsley Local Plan, adopted in January 2019, under Local Plan reference MU1. The remainder of the Masterplan Framework area is within private ownership and does not form part of the site area which is subject to this Environmental Statement.

THE PROPOSED DEVELOPMENT

8. The proposed development comprises a mixed-use development to provide up to 1,560 Dwellings [a reduction from the previous 1,760] and up to 43 hectares of employment land, which would be for Use Class E/B2/B8. In addition, the proposals will provide:
    - *Part of the Link Road between M1, Junction 37 and the A635, Barugh Green Road (The section from Higham Lane to Barugh Green Road)*
    - *A new primary school*
    - *Small local shops and community facilities*
    - *Strategic areas of greenspace and wildlife corridors*

9. The residential development would be brought forward in a series of phases. The construction programme has been revised since the original submission and is now expected to commence during 2024, subject to gaining planning permission and the necessary approvals. The revised phasing strategy sets out that the link road would be constructed between 2024 and 2026, the Employment part of the development from 2024 to 2027, the Commercial Area/School from 2026 to 2027 and the Residential development in seven phases from 2024 to 2036. The strategic

infrastructure (drainage and landscaping) would brought forward at key intervals between the phases to reduce impacts and all be in place by 2027.

10. The vision for the Barnsley West is to provide a new sustainable community, combining high quality new homes with new jobs, facilities and plentiful open space, available to new and existing residents – A special place of well-being, to enjoy for living, working and learning.

11. Barnsley has a significantly increasing need for housing and employment space. Barnsley West will play an essential role in realising that requirement over the next 15-20 years.

12. Since the application submission in 2021 the proposals have continued to evolve in response to the feedback from the Council and other consultees. The key changes in response to the feedback received can be summarised as follows:

- *Reduction to 1,560 proposed dwellings [previously 1,760].*
- *Revised approach to the site levels strategy, which now more closely follows the existing contours.*
- *Revised approach to site phasing, with strategic infrastructure (drainage and landscaping) brought forward at key intervals between the phases to reduce impacts.*
- *Reduction in height of the Employment development, with a maximum height now of 18.5m rather than 23m as before, with some parts restricted to either 16m, 8m or 6m.*
- *Removal of E class uses from the main Employment development plateau, which will now comprise only B2/B8 units.*

13. The Environmental Statement has been based on a range of development parameters. The ES Parameters Plan Plan is provided at **Appendix 1.**

ASSESSMENTS PRESENTED IN THE UPDATED ENVIRONMENTAL STATEMENT

14. The Updated ES comprises studies on each of the aspects of the environment identified as likely to be significantly affected by the Proposed Development (the 'technical chapters'), which are supported with figures and technical appendices where appropriate.

15. The ES includes Chapters considering the following topics:

- Chapter 6 Landscape and Visual Effects
- Chapter 7 Ecology (Biodiversity)
- Chapter 8 Transport
- Chapter 9 Archaeology and Cultural Heritage
- Chapter 10 Ground Conditions
- Chapter 11 Flood Risk and Drainage
- Chapter 12 Air Quality
- Chapter 13 Noise
- Chapter 14 Socio-economics and Health
- Chapter 15 Climate Change

16. The findings of the ES in relation to each of these topics are summarised in the following sections.

Landscape and Visual Effects

17. This Chapter of the ES considered the likely effects of the proposed development on the landscape character and on views from the local and wider landscape surrounding the site. Significant effects, both during the construction phase and following completion of the development would be contained within or in close proximity to the site in terms of both landscape and visual effects.

18. During construction there would be a significant effect on the character of the site itself as a result of the earthworks required to create the new development platforms and the associated clearance of vegetation, including some trees and hedgerows. The significant effects would also extend to parts of the identified Landscape Character Area, known as LCA E2: Barnsley Settled Wooded Farmland. In terms of significant effects on views during construction, these would extend to parts of Higham, Gawber, and Pogmoor, along with users of local roads. Following the revised earthworks and phasing strategy, these effects would however be reduced when compared with the original proposals, with much of the construction activity now restricted to a three year period between 2024-2027.

19. Following completion of the development, there would be extensive greenspace with approximately 30% of the application site set aside for designed amenity space and strategic planting and providing green links through the application site. This would comprise areas of woodland, meadows, and orchards which would tie into the existing Craven Wood. However due to the extent of proposed residential and employment development it is considered there would still be a significant effect on the character of the site itself. There would also be a significant effect on LCA E2: Barnsley Settled Wooded Farmland on completion of the development, but by year 15 the level of effect would have reduced to minor (non-significant) with maturing planting and the development becoming more screened and filtered in views from the wider landscape.

20. In terms of significant effects on views following completion of the development, these would again extend to parts of Higham, Gawber, and Pogmoor, along with users of local roads and the footpath network. By year 15 the level of effect would have reduced as the mitigation planting matures, but effects would nonetheless remain significant, albeit reduced from the previous scheme. In particular the footpath network would be one which primarily runs within green corridors and would be pleasant in nature, with improved accessibility when compared with the existing routes across the site.

Ecology (Biodiversity)

21. This ES Chapter considers the potential effects on ecology and nature conservation. It includes outlines mitigation measures proposed to reduce adverse effects and promote biodiversity and summarises the overall predicted ecological effects of the proposed development. Following completion of the development, there would be extensive greenspace with approximately 30% of the application site set aside for designed amenity space and strategic planting and providing green links through the application site.

22. Assessments were undertaken in relation to the nearby designated ecology sites as well as on site habitats and species, including woodland, trees, hedgerows, running water, bats, birds, amphibians, reptiles, badger and hedgehog. Subject to

implementation of the proposed mitigation no significant effects were identified in the long term.

23. The mitigation measures proposed include: new tree, woodland and hedgerow planting, installation of bat boxes and bird nest boxes and additional surveys prior to construction. An Ecological Construction Environmental Management Plan (EcoCEMP) will be produced to confirm the measures proposed to protect ecology during the construction phase and a Habitat Landscape Management Plan (HLMP) will be produced to confirm the measures proposed to protect ecology once the scheme is completed.

Transport

24. This chapter of the ES was prepared by specialist Transport Consultant, Fore Consulting. It considers any potentially significant environmental effects that could arise from the changes in traffic flows during the construction and operational phases of the development. The assessment was undertaken in accordance with the relevant best practice guidelines, as updated in 2023.

25. The assessment of operational traffic impacts concluded that some roads in the vicinity of the site will experience and increase in traffic as a result of the development, whilst roads in other areas will benefit from a decrease. This is a result of the link road which would be completed as part of the development.

26. The implementation of a Construction Traffic Management Plan will ensure the impact of additional Heavy Goods Vehicles (HGVs) during the construction period is kept to a minimum and the implementation of a Travel Plan (provided at Appendix 8.1 and 8.2 of the ES) will encourage and promote sustainable travel to the development once operational.

27. The results of this assessment have indicated that the potential environmental effects resulting from the increase in traffic generated by the development are predicted to be minor or negligible and not significant.

Archaeology and Cultural Heritage

28. The assessment of archaeology and cultural heritage included undertaking a desk-based assessment, heritage statement and geophysical survey. Data was collected from the South Yorkshire Historic Environment Record, local archives and secondary sources as well as a site visit and examination of LiDAR data.

29. The assessment has concluded that a designated milepost (reference number NHL1151794) will be directly impacted by the proposed development. Other non-designated receptors identified were as follows:

- Unknown archaeological remains of prehistoric, Roman or medieval date which might survive in areas not affected by opencast coal mining
- Potential water management remains in Craven Wood
- Potential settlement remains associated with Hermit House Farm Cottage
- Remains of stone building at Pogmoor
- Historic boundaries and trackway
- Geophysical survey anomalies

30. With the exception of remains in Craven Wood where effects would be neutral, these receptors would all be subject to a major negative impact through topsoil stripping and earth moving, should appropriate mitigation not be provided.

31. A comprehensive scheme of mitigation has however been outlined in the ES chapter to be undertaken prior to construction activity. Further evaluation of the receptors will also be undertaken by trial trenching. Where preservation is not desirable or feasible, any significant remains will be excavated, recorded and the results published and archived as appropriate.

32. The designated milepost will be removed for conservation and replaced in an agreed location on Barugh Green Road following completion of construction works.

33. The mitigation measures will bring the residual effects to no more than minor adverse and are not considered significant in EIA terms.

Ground Conditions

34. The Site has a legacy associated with farming and coal mining, which is known to have altered the land quality and the properties of the soils and rock beneath the site. These geotechnical and environmental constraints have been assessed through Geoenvironmental desk studies, preliminary Geoenvironmental ground investigations and coal mining risk assessments and coal recovery reports, the results of which have been used to inform the assessment set out in the ES Chapter.

35. The ES Chapter has assessed the geology and ground conditions beneath and immediately adjacent to the Site's red line boundary. This has included an assessment of the general ground conditions, the presence of any potential contamination and any potential geotechnical impacts, such as ground stability.

36. Potential activities were identified for both the construction and operational phases of the proposed development and were assessed in terms of the receptor value and the sensitivity, magnitude and significance of the potential impact. Minor/negligible, minor and moderate effects were identified, with either a beneficial or adverse impact on the environment.

37. Mitigation measures and good working practices have been outlined which will reduce the significance of the effects. The residual significance of effect for all the identified impacts has been reduced to negligible.

38. In summary, the impact of the proposed development on the geology and ground conditions of the site is considered to be negligible following the implementation of the mitigation measures and is therefore not significant.

Flood Risk and Drainage

39. This chapter considers the likely significant effects of the proposed development on Flood Risk and Drainage. Mitigation measures are presented and discussed to minimise the impacts of the proposed development during the construction and operation phases. The existing site is not at risk from any forms of flooding, which is backed up by there being no record of historic flooding.

40. It is proposed that foul water from the development will be discharged off site into the existing public sewer network at an unrestricted discharge rate. The offsite existing public sewer network will be upgraded by the local Water Company to accommodate the flows from the site. Cost for this will be recovered via the infrastructure charges levied on the scheme.

41. It is proposed that surface water from the development will discharge into the existing on-site land drainage/watercourse system at a restricted discharge rate.

As a result of the restricted discharge, surface water attenuation is required on site and this is to be provide in attenuation basins and a piped network. The attenuation basins will provide capacity to accommodate storm events, including an allowance for the increased nature of storms due to climate change.

42. By implementing the design principles summarised above the proposed development would have minimal residual impact on flooding and drainage. No significant effects are identified subject to the implantation of the mitigation measures identified.

Air Quality

43. This Chapter considers the likely significant effects of the Proposed Development in terms of air quality in the context of the Site and surrounding area. In particular it considers the likely significant effects of dust and particulate matter generation during the construction phase, and the impact of emissions from Development-generated traffic in the operational phase on sensitive receptor locations within the area around the Development.

44. The Development will generate additional traffic and will cause a redistribution of existing traffic on the local road network. There is the potential for adverse effects on local air quality to occur at existing and proposed properties located close to roads where traffic flows are predicted to increase as a result of the operation of the Development.

45. During the construction phase, mitigation (e.g. a best practice Dust Mitigation Plan) will be implemented at the Site. With this in place, the residual effect on receptors locations is considered to be temporary and Not Significant.

46. During the operational phase the effect of road traffic from the Proposed Development at nearby locations would be 'Not Significant'. This effect may be reduced further via the implementation of mitigation strategies as required under the *BMBC Air Quality and Emissions Good Practice Planning Guidance (March 2020)*.

Noise

47. This Chapter of the ES assesses the potential effects of noise, associated with the Proposed Development, to the surrounding area. The potential effect of existing noise affecting the proposed development is also assessed.

48. With regard to potential noise impacts associated with the construction of the Proposed Development, the assessment has determined that there is likely to be a temporary effect at dwellings to the west of the site when the Phase 1 residential area is worked. In order to mitigate the effects, the following mitigation is proposed:

- An acoustic barrier along the western boundary of the Phase 1 area
- Implementation of best practice mitigation measures in the form of a Construction Environmental Management Plan ('CEMP')
- Control of construction hours

49. By implementing the mitigation measures, the temporary construction phase effects will be reduced to minor.

50. The assessment of road traffic impact, due to the Proposed Development, upon existing nearby noise sensitive receptors, identified a potential effect at a dwelling

on Hermit Lane. In order to mitigate the effect, a noise barrier has been proposed. By implementing the mitigation measures, the effect will be reduced to minor.

51. Potential noise from industrial units (and associated service yards areas) in the employment area has also been considered. The assessment determined that low impacts are expected at the nearest noise sensitive receptors (proposed or existing); therefore, no mitigation measures are required.

52. Notwithstanding this, it is understood that any fixed plant and equipment associated with the proposed commercial / industrial units (which will be subject to approval by the Council at reserved matters stage) are subject to further control by a suitably worded planning condition.

53. The assessment of noise impact associated with the school sports facilities, determined that mitigation measures would be required in the form of ensuring an appropriate distance between the proposed new dwellings and the school sports field. Implementation of the mitigation measures would reduce the noise impact to a negligible level.

54. Mitigation measures in the form of appropriate glazing and ventilation to the new dwellings would reduce the noise impact from existing sources and the link road to a negligible level. Mitigation measures in the form of appropriate design (by positioning houses between the road and the gardens) or by protecting gardens with acoustic barriers will also be undertaken where required in order to reduce the noise impact to a negligible level.

Socio-economics and Health

55. This chapter considers the likely socio-economic and health effects of the Proposed Development. The considerations of this chapter are mostly related to the effects of the Proposed Development upon the human population who will live within the vicinity of the Application Site.

56. In respect of the construction phase, the Proposed Development will have the following temporary effects:

- During the Proposed Development, **413** temporary jobs could be supported per annum over the build period (estimated to be 15 years).
- Around **£24million** of gross value added per annum is estimated to be generated over the 15-year build period, or **£283million** over the entire build phase (present value).

57. In EIA terms, these impacts are considered to have a significant beneficial effect.

58. In respect of the operational phase, the Proposed Development will have the following permanent effects:

- An estimated **1,697** economically active and employed residents are estimated to live in the Proposed Development.
- The Proposed Development could generate an additional household expenditure of **£37.8million per annum** once it is complete and fully occupied.
- The dwellings could generate additional **£3.2million per annum** in Council Tax payments.

- The Proposed Development has the potential to generate approximately **£9.4million** in first occupation expenditure within 18 months.

- An estimated **1,893 gross jobs** will be supported on-site by the employment floorspace.

- Additional GVA associated with the permanent employment supported by the employment floorspace is estimated at **£90 million** per annum or **£775.1 million** over a 10-year period (present value).

- Annual business rate payments associated with activities supported by the employment floorspace could be around **£1.7million** per annum.

59. In EIA terms, these impacts are considered to have a significant beneficial effect in the long-term.

60. Other operational impacts associated with the Proposed Development and adjacent cumulative scheme are as follows: Generated demand for 870 primary school places and 423 secondary school places; and a maximum demand for healthcare provision of 6,148 people. In EIA terms, the effect on primary school provision is moderate negative because there is not sufficient capacity already in the area to accommodate the demand generated by the cumulative schemes. This could be addressed via S106 contributions, which would make the impact of the schemes negligible.

61. The Proposed Development will also include strategic areas of greenspace and wildlife corridors which equates to around 30% of the residential area. This openspace provision is considered to have a long-term major positive impact, which is significant in EIA terms

62. Overall the Proposed Development is considered to provide significant positive effects in terms of socio-economics and health.

Climate Change

63. The Chapter has been prepared to consider the potential for significant effects in relation to climate change. It considers the potential for the project to contribute to climate change, including a consideration of its greenhouse gas (GHG) emissions. It also considers the effects of climate change on the project, including the need for any adaptation measures to ensure the project is resilient to potential effects of climate change. The Chapter is also accompanied by an Energy and Sustainability Statement prepared for the application.

64. Mitigation has been built into the scheme in order to prevent the project giving rise to significant effects in relation to its contribution to climate change through the emissions it will produce. This includes constructing the development in line with UK Government carbon reduction targets for residential and non-residential development. Mitigation will also prevent the development from experiencing significant effects as a result of climate change in the future. This includes constructing buildings which will minimise the risk of summertime overheating for their occupants as temperatures increase.

65. With these mitigation measures in place, no significant effects were identified in relation to climate change.

SUMMARY AND CONLCUSIONS

66. The Updated Environmental Statement has considered the potential for significant environmental effects to arise as a result of the revised proposals for the development, both during the site remediation and construction phase and following completion of the development. A range of both positive and negative effects have been identified for the topics considered. Where practicable, mitigation measures have also been included as part of the development in order to minimise any of the negative effects. The identified effects should be taken forward for consideration as part of the appraisal of the planning applications which have been submitted to Barnsley Metropolitan Borough Council.

APPENDIX 1 – PARAMETER PLAN