

3 THE SITE AND THE PROPOSED DEVELOPMENT

3.1 INTRODUCTION

3.1.1 This chapter of the ES provides a description of the Site and its surrounding context, before setting out details of the Proposed Development and its site remediation/construction phase.

3.2 APPLICATION SITE

3.2.1 The Site is previously developed land within the settlement boundary of the Principal Town of Royston, which is situated on the northern edge of the borough of Barnsley, adjacent to Wakefield district.

3.2.2 The Site is approximately 17 ha and comprises the former Monckton Coke and Chemical works, which closed in December 2014. Since its closure, the former structures associated with the operation of the coke and chemical plant at the Site have been largely demolished and we understand that it has been remediated to the condition it was in prior to 2002 when an Environmental Permit was issued to operate the facility. The permit has since been surrendered following a successful application made to the EA by the Site's previous owner.

3.2.3 Existing Site levels vary from approximately 73m AOD to 50m AOD, with the site generally sloping from east to west towards the railway line, with an additional steeply sloping section in the southern part of the site.

3.2.4 The Site is bounded by Lund Hill Lane (B6428) to the east and south, from which both the existing and proposed site access is located. A railway line and the disused Barnsley Canal is located to the west. The railway line is used only for freight trains, delivering glass sand to Ardagh Glass at West Green. The Trans Pennine Trail follows the line of the Barnsley Canal. To the north there are a small number of residential dwellings, with open countryside beyond. Existing vegetation is predominantly located at the Site boundaries, though there is also a large area of mature vegetation to the southern section of the large parcel.

3.2.5 It is understood from pre-application enquiries that there is Yorkshire Water sewerage asset recorded crossing the site from the adjacent YW sewage works, that has a discharge outfall to the local watercourse (Barnsley Canal) that is adjacent to the development site.

3.2.6 A small industrial estate lies to the east off Lund Hill Lane. Rabbit Ings Country Park (formerly used as the spoil heap) wraps around the industrial estate and abuts Lund Hill Lane. It was formed on the Site of the former colliery yard and spoil heap of the Monckton Colliery and then the Royston drift Mine which closed in 1989. It now provides a recreational facility.

3.2.7 It is a large site that can deliver up to 500 homes in a sustainable location, 2km to the east of the town centre with bus stops immediately adjacent to the Site offering an hourly service to Barnsley and Wakefield.

3.2.8 A plan showing the location of the site is illustrated is provided as Figure 1.1.

3.3 APPLICATION SITE HISTORY

3.3.1 The following Tables summarise the site history of both the main site and the western area.

Table 3.1 Site History

Year	Description
1854	The site and surrounding land are shown as undeveloped agricultural land. A railway is present in its current location and the Barnsley Canal is shown.
1874	Monckton Main Coal Colliery Limited is established.
1875	A 'Clay Mill' was established and sinking operations associated with two shafts started, completed in 1878.
1879	Twelve beehive ovens were established.
1884	The by-products plant and ten ovens were established.
1886	Erection of gas plant occurs.
1893	Monckton Main Colliery occupies the northern part of the site, comprising coke ovens, shafts and railway tracks. A gasworks is located to the southwest of the site (described as being in the location of the current effluent storage tanks). A mineral railway is present in the east of the site which runs to the northeast corner of the site. Two powder magazines are noted in the central portion of the site. A small old quarry is located in the south east part of the site. Deposited colliery spoil is marked in the north of the site and waste materials have been tipped in the area of the current By-Products area. The southern end of the site is shown as containing terraced housing and a Methodist Church. At this time the western parcel of land is shown as a Spoil Heap and is connected to the Main site by a railway line. Spoil is also shown as having been tipped across much of the low-lying area in the west of the site.
1906	Monckton Main colliery has expanded within the northern part of the subject site. Additional coke ovens and rail lines have been developed with filter beds (in two locations close to the railway), above ground tanks and a waste spoil heap also present. The powder magazines are no longer shown. The gas purification area is now occupied by a gasometer and spoil heaps. The northeastern area is no longer shown as a brick works, although kilns are still present. Offsite, the western parcel of land shows a single gasholder.

Year	Description
1917-18	The coke ovens are shown in their current location, with a number of features in the by-products area labelled as tanks. A railway line indicated on earlier plans is shown as running within a tunnel. In addition to the two mine shafts a third air shaft is shown close to the centre of the site. The gasworks is no longer shown on the site, or on the western parcel of land.
1932-33	Spoil heaps are shown associated with the onsite colliery, which extend offsite to the east, onto the Rabbit Ings site and to the north. Two circular features are shown on the southern part of the western parcel of land.
1962	The northern part of the site is labelled as a mine, with a large building with railway track connections located on the northern boundary. This is linked to the Works in the centre of the site. Water tanks are shown on this plan, consistent with the location of the existing Quench ponds in the North West. The mine appears connected with buildings to the East of Lund Hill Lane. The western parcel of land has become annotated as Works also. Distinct areas of tipping have expanded into the neighbouring land to the north and east.
1970	The Benzole Rectification Plant closed and demolished, and shafts infilled and concrete capped.
1980	The Biological Effluent Treatment Plant is constructed.
1981	The site has been rationalised, with a number of buildings and railway lines associated with the mine no longer apparent. The mine itself is listed as disused. Residential properties in the south are no longer present. Spoil heaps offsite, to the north are now labelled as active workings and land to the east of Lund Hill Lane is now shown as a drift mine.
1990	The number of structures on the site is shown to decrease, with buildings in the north of the site shown to have been removed.
1994	The railway lines have been removed from the site.
2006	The office block and CHP plant (built 1998) are shown in their current configuration. Offsite spoil heaps are now shown as wooded or parkland and the drift mine is no longer shown.
2014 onwards	The site is largely in its current configuration, with demolition and stockpiling of materials from the coke ovens.

3.4 PROPOSED DEVELOPMENT

3.4.1 The proposed development comprises:

"full planning permission for remediation and means of access, along with outline planning permission (with all matters reserved except access) for redevelopment of the site to include up to 500 residential units (use class C3), up to 400sqm of A1-A5 uses, along with any ancillary parking, amenity, and all other associated public, semi public and private realm, soft/hard landscaping, infrastructure and highways works, access and a new internal road network connecting with the existing road network"

3.4.2 As previously set out in Chapter 2, the EIA has been carried out with regards to a range of development parameters. These parameters are defined by such conditions including:

- Future Land Use (Residential/Commercial Elements and Green Infrastructure);
- Building footprints and maximum heights;
- Principal means of vehicle access;
- Internal vehicle/pedestrian access, service areas and parking; and
- Utilities and Infrastructure.

3.4.3 The Proposed Development which has been the subject of this EIA is shown within the Parameters Plan provided at Figure 3.1.

Future Land Use

Residential and Commercial Elements

3.4.4 Over the whole of the development site, up to 500 new dwellings will be provided in the area highlighted on the Parameters Plan (11.91ha). The residential dwellings would include associated private amenity space and associated internal access roads. In addition, up to 400sqm of commercial development (A1-A5 uses) would also be provided, with the Parameters Plan indicating its location towards the south-eastern corner of the site.

Green Infrastructure

3.4.5 The Parameters Plan includes a substantive network of Green Infrastructure, comprising areas of public open space (2.77ha), incidental open space (0.93ha) and structural landscaping (1.36ha). This includes a large narrow section of land to the north-west of the site. It is intended that this network delivers biodiversity gain; maintains, extends and enhance existing green infrastructure; and helps plan for climate change.

Building Footprints and Maximum Heights

3.4.6 The Parameters for the building heights have been established in response to a combination of factors including the vision for the Proposed Development, housing densities and the existing building heights in the surrounding area. It is assumed that the building heights across the site would be between 2 and 3 storeys (up to 15m in height).

Principal Means of Vehicle Access

3.4.7 The site will be accessed off Lund Hill Lane, utilising the two existing access points. The southernmost of the two access points would be a secondary access, used primarily to gain access to the proposed commercial premises and the Multi-Use Games Area (MUGA) within the area of public open space at the southern extent of the parcel.

Internal Vehicle / Pedestrian Access, Service Areas and Parking

3.4.8 Full details of the Proposed Development's access and accessibility, are provided within the **Transport Assessment (Appendix 7.1)** and accompanying **Framework Travel Plan (Appendix 7.2)**. However, it is understood that routes within the site will provide circulation for pedestrians and vehicles and will link the residential parcels, enabling pedestrian and cycle movements throughout the site and to the surrounding area.

Utilities and Infrastructure

3.4.9 Details of flood risk management and drainage strategy are set out within the separately submitted **Flood Risk Assessment**, with the detailed design subject to a planning condition.

3.4.10 Water supply, electricity and gas supply, and telecommunications would be provided to all units within the Proposed Development. The Proposed Development would be subject to a lighting scheme which would consist for street lighting along the main routes through the proposed development.

3.5 SITE REMEDIATION AND CONSTRUCTION PHASE**Remediation**

3.5.1 Remediation of the site is required in order to enable it to be brought back into beneficial use. Further details are set out in **Chapter 8 - Ground Conditions** and its accompanying Appendices, in particular the **Remediation Strategy (Appendix 8.18)**. The end result of the development would be the decontamination and remediation of the site which will then enable the construction of the new residential and commercial areas and their associated green infrastructure to take place.

Site Levels

3.5.2 In order to remediate any contamination and create appropriate building platforms for the proposed new buildings, it is necessary for an element of ground reprofiling works to be undertaken. These works would include for some areas of cut and some fill and would include a requirement for some clean material to be imported to the site as part of the provision of a cap of clean material across the site. At all times the design of the project has sought to minimise the extent of reprofiling works required and has followed the pattern of the existing topography wherever practicable.

3.5.3 The Parameters Plan (Figure 3.1) shows details of the existing and indicative proposed levels. This confirms that no substantive change is proposed to the current general profile of the levels across the site, including in the southern portion of the site, where the existing sloping topography is to be retained. There would however be an increase in ground levels by approximately 2 to 3 metres in some parts of the site, to allow for a capping layer and the development of an appropriate build platform.

Programme

3.5.4 Planning for the site remediation/construction phase is necessarily flexible at this stage and subject to modification during site development. Consequently, the likely significant effects of the site remediation/construction of the Proposed Development have been identified with the best possible degree of accuracy.

3.5.5 It has been assumed that the site remediation/construction programme would commence during 2021, subject to gaining planning permission and the necessary approvals. It is expected that following the completion of the site remediation that the residential dwellings would be built out at the site in phases (subject to market conditions). Based on the site remediation lasting process up to 1 year and a potential build out rate of 100 dwellings per year thereafter, the full development would be completed by 2027.

Construction Methodology

3.5.6 The site remediation and construction of the Proposed Development would use standard construction plant and machinery. Likely plant and equipment would include (but not limited to):

- Long-reach Excavators;
- Bulldozers;
- Tippers;
- Front-end loaders;
- Scrapers;
- Hydraulic excavators; and/or
- Backhoe Loaders.

3.5.7 It is anticipated that the working hours will be as set out below:

- 08.00 – 18.00 Monday to Friday; and
- 08.00 – 13.00 Saturday

3.5.8 All work outside these hours will be subject to prior agreement, and/or reasonable notice, with the Local Planning Authority, who may impose certain restrictions. Night time working will be restricted to exceptional circumstances.

3.5.9 These working hours will be agreed with the Local Planning Authority prior to the commencement of the works and will be set out in a Construction Environmental Management Plan (CEMP)/ Construction Management Plan (CMP) to be subject to a suitably worded planning condition.

3.5.10 Preliminary works in the form of site set-up and the implementation of any required ecological protection works would be carried out in accordance with construction standard best practice and ecological guidance and/or licence as appropriate to the species/habitat.

3.5.11 It is anticipated that a site compound providing site office, welfare facilities, storage cabins and external materials setting down areas, would initially be set up in proximity to the Application Site's entrance, albeit the site compound is likely to be relocated throughout the construction programme as appropriate for the works being carried out. It is anticipated that the site compound would be hard-surfaced, security fenced with CCTV cameras and external lighting for use during hours when illumination falls below safe working levels and for security.

3.5.12 The proposed working procedures will be provided to the Local Planning Authority (and other relevant bodies) in the form of a CMP and/or CEMP prior to commencement of the works. It is expected that this document would include the following information:

- Details of the site set-up, site compound facilities and services;
- The plan of the phasing of the works and its context within the whole project;
- Prohibited or restricted operations (location, hours etc.);
- Details of construction operations highlighting any operations likely to result in disturbance and/or working hours outside the core working period, with an indication of the expected duration of key phases and dates;
- The details of proposed routes for HGVs travelling to and from the Application Site;
- Details of all works involving interference with a public highway, including temporary carriageway/footpath closures, realignment and diversions;
- Housekeeping procedures and environmental control measures;
- Procedures for managing environmental risks and responding to environmental incidents;

- Baseline levels for noise, vibration and/or dust and details of any monitoring protocols that may be necessary during the construction works (where specifically requested by the Council);
- Standard measures to control and mitigate potential for noise, dust, air quality and water pollution (see below);
- Standard measures for the management of run-off due to construction activities to reduce the risk of pollution and elevated flood risk both on and off site;
- Measures to maintain flow in the watercourse and protect water quality during the proposed diversion works;
- Any requirement for monitoring and record keeping;
- Contact details during normal working hours and emergency details outside working hours;
- The mechanism for the public to register complaints and the procedures for responding to complaints;
- Provision for reporting, public liaison, prior notification etc; and
- Procedures for regular dialogue with the Council, relevant authorities and the local community.

Standard construction best practice measures would include:

- Selection of construction methodologies to minimise generation of noise, vibration and/or dust;
- All vehicles and/or plant to be switched off when not in use;
- All vehicles and/or plant to be used in accordance with the manufacturer's instructions and subject to regular maintenance;
- The site compound / storage of materials to be appropriately sited to reduce environmental risk and appropriately secured;
- Stockpiles of soil materials to be appropriately sited to reduce environmental risks, of an appropriate height/batter to avoid slippage, with appropriate surface water management and subject to dust control measures;
- Implementation of surface water drainage traps/attenuation, where required, with appropriate arrangements for discharge and/or collection (as appropriate);
- All liquids and solids of potentially hazardous nature (e.g. diesel fuels, oils and solvents) to be stored on surfaced areas with appropriate bunding to reduce the risk of spillage;
- Use of plant that may give rise to nuisance (noise and/or dust) to be adequately screened (where deemed necessary);
- Wheel and/or vehicle body washing facilities to be used to prevent tracking out of mud/dust onto the public highway using wheel wash or wash skip out as appropriate (where deemed necessary);
- Deployment of a road sweeper/road cleaning for use on the public highway (where deemed necessary);
- Programme of cleaning traffic management cones, lights and signs where deployed (as necessary); and
- Vehicles carrying materials to/off-site to be enclosed and/or sheeted as appropriate.

3.5.13 The requirement to comply with the procedures set out within the CMP/CEMP will be included as part of the contract conditions for each element of the work including the supply chain as appropriate. All contractors tendering for work will be required to demonstrate that their proposals can comply with the procedures and current best practice techniques. Any proposed departures from the agreed CMP/CEMP will be submitted to the Council, relevant authorities and affected parties in advance.

3.5.14 It is envisaged that the applicant will register the project with the Considerate Constructors Scheme. This is designed to encourage environmentally and socially considerate ways of working, so as to reduce any adverse impacts arising from the construction process.

Traffic Management

3.5.15 It will be the responsibility of the Applicant or their Contractor to finalise consultations with the Highways Authority. Notice regarding any planned closures or diversions of roads and footpaths would be given by the Applicant or their Contractor to the Highways Authority, the Police, the Fire Brigade and other emergency services sufficiently in advance of any required closure or diversion dates.

3.5.16 A Construction Traffic Management Plan (CTMP) will be created which will include details of how the site will be accessed and from what point(s), any works required to provide new access or upgrading of existing access routes, lorry routes, haul routes, parking and turning provision to be provided on the site.

3.5.17 All construction traffic entering and leaving the Application Site will be closely controlled. Vehicles making deliveries to the Application Site and/or removing spoil or demolition material etc, will travel via designated routes, which would be agreed with the Highways Authority.

Construction Materials and Resources Use

3.5.18 Materials and resources used during construction of the Proposed Development would be sourced from sustainable and/or local sources where practicable. Where possible materials arising from the demolition of buildings and breaking out of hard surfaced areas would be recycled and reused on-site or transferred to an appropriately licensed recycling facility (see Waste Management below).

Waste Management, Recycling and Disposal

3.5.19 The construction process is likely to give rise range of waste arisings including demolition spoil (concrete, brick rubble, steel, aluminium, plastics, wood etc.), soils, packaging (plastics, pallets, expanded foams etc.), and liquids (dirty water, fuels etc.). In addition, waste materials may be generated from inaccurate ordering, poor usage, badly stored materials, poor handling, spillage etc.

3.5.20 All contractors will be required to investigate opportunities to minimise waste arisings at source and, where such waste generation is unavoidable, to maximise the recycling and reuse potential of demolition and construction materials. Wherever feasible, such arisings will be dealt with in a manner that reduces environmental impact and maximises potential re-use of materials. Recycling of materials will largely take place off-site where noise and dust are less likely to result in impacts to the occupants of surrounding properties.

3.5.21 No burning of demolition or construction waste would be undertaken on the Application Site. Building materials containing asbestos would be fully assessed in advance of demolition works commencing. Any identified asbestos or other controlled waste would be removed by a licensed contractor in accordance with the relevant legislation and regulations.

3.5.22 A Site Waste Management Plan (SWMP) would be prepared to set out the procedures to sort, reuse and recycle construction waste and would be subject to a suitably worded planning condition. Adherence to the SWMP would support better control over materials handling and waste, compliance with relevant waste legislation for the handling, transport and disposal of wastes, compliance with environmental management systems and management of waste-related costs.