

## 3 THE SITE AND THE PROPOSED DEVELOPMENT

### 3.1 INTRODUCTION

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

### 3.2 APPLICATION SITE

3.2.1 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. A plan showing the location of the site is provided as **Figure 1.1**. The centre of the site has an approximate grid reference of 431700,407250.

3.2.2 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.

3.2.3 Considerable areas of the site have been subject to opencast mining in the middle years of the 20<sup>th</sup> century. The ground conditions of the site were affected by the previous open cast mining and infill, meaning that there are clear areas where development is restricted (highwalls). The topography of the site is also currently steeply sloping. The initial site works would therefore require groundworks to reduce some of these slopes and create suitable levels and platforms for development to take place. Further details of the former mining activity at the site are provided in Chapter 10 Ground Conditions.

3.2.4 Above ground utilities also run throughout two areas of the site to the north and south, in the form of overhead electrical wires. A Utilities Strategy Statement is provided as part of the wider planning application submission documents.

3.2.5 The site has a strong existing network of rights of way and footpaths. Public Footpath 11 runs across the northern section of the site on an east-west axis between Higham Common Road and Church Street. At the east end, the footpath joins with Public Footpath 12 adjacent to Redbrook Farm, which provides a route to Redbrook Road. Public Footpath 248 runs along the southeast boundary of the site and continues north, to provide a connection between Pogmoor and Church Street, via Gawber Primary School. Public Footpath 249 runs northwest from the end of Farm House Lane and joins Public Footpath 13 which continues west across the site, joining Hermit Lane. Public Footpaths 250 and 252 also provide short links between Public Footpaths 248 and 249. A short distance to the east, Public Footpath 40 heads north from Hermit Lane, joining with Public Footpath 11. A plan showing the locations of the rights of way and footpaths is included with Chapter 6 Landscape and Visual, as Figure 6.7. Further details of the proposed strategy for the footpath network across the site is also set out within the Landscape Design Statement provided as part of the wider planning application submission documents.

3.2.6 The site may contain early medieval boundaries and possible later medieval farm buildings and agricultural activity. Post-medieval assets relate mainly to industrial activity. There were mine access shafts at various locations on the site and a stone-kerbed track follows the Dodworth/Barnsley township boundary through the site. A

milepost also sits on the northern boundary which is Grade II listed. It has already been agreed to move this milepost to a new location as part of the related application for works within the Site associated with the delivery of the new Link Road between M1, Junction 37 and the A635, Barugh Green Road. Listed Building Consent was granted for the relocation of the milepost on 27/11/2020 (*application reference: 2019/1567*).

### **3.3 PROPOSED DEVELOPMENT**

3.3.1 The updated 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, part of 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*

3.3.2 The vision for Barnsley West remains 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.

3.3.3 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. It will also assist with continued economic recovery following the Covid-19 pandemic and as part of the wider aspiration for 'levelling up' the economy of the north of England.

3.3.4 The site is strategically located for a high-quality, sustainable, mixed-use community. Acting as an urban extension of Barnsley, health and wellbeing is at the heart of the proposals which have been a landscape-led development. Barnsley West will create a more productive landscape for walking, cycling and biodiversity.

3.3.5 A new link road will connect both ends of the site, from Higham Lane to Barugh Green Road, part of the wider route between M1, Junction 37 and the A635, Barugh Green Road, and will provide a much-needed thoroughfare.

3.3.6 The highwalls associated with the former coal mining activity at the site are undevelopable land, and as such become an opportunity to become quality landscape and recreation areas. These would then link up with existing rights of way to promote permeability through the site and preserve other features such as the woodland and Hermit Lane.

3.3.7 The employment component of the development needs links to the M1 to minimise the impact of lorries driving along the remainder of the link road. The logical location for the employment zone is therefore on the southern part of the site. Additionally, the southern area of the site has frontage to the M1 and will therefore be closest to the existing noise source from the motorway, serving to screen the new dwellings from noise from the motorway.

3.3.8 As part of the updated development proposals there would be a requirement to close the section of Hermit Lane within the site boundary to vehicular traffic, but no longer to pedestrians or cyclists, allowing for a continuation of access on an east-west alignment across the site. It will also be necessary to carry out the demolition of a group

of buildings which lie within the site and are currently accessed via Hermit Lane, at Hermit House Farm.

3.3.9 Accessible pedestrian and cycle routes would be provided into and throughout the development. The strategic location of the site ensures the site is well connected to local amenities, schools and roads.

3.3.10 As a consequence of revisiting the approach to the levels of the site for construction, it will now be possible to retain many of the existing hedgerows and sections of woodland. In addition, new ecology features will be introduced elsewhere to create a high-quality, green environment for the development. The sustainable drainage strategy to be included within the proposals will provide water features to complement this.

#### Development Phasing

3.3.11 The revised proposals now include for a phased approach to construction, resulting from a revised approach to the site levels strategy. The updated phasing strategy is illustrated on **Figure 3.3** and set out below.

#### Link Road

*Built over two phases, following on from the two new roundabouts which already have planning consent, with strategic infrastructure (drainage and landscaping) brought forward alongside each phase to reduce impacts.*

- Northern Roundabout - 2024
- Southern Roundabout - 2024
- Northern Section of the link road and Strategic Infrastructure 1: 2024 - 2025
- Southern Section of the link road and Strategic Infrastructure 2: 2025 - 2026

#### Employment

*To be brought forward as a single phase from 2024 -2027. To include infrastructure and earthworks from 2024 to 2026 and the units themselves from 2026 to 2027.*

#### Residential

*Built over 7 phases with associated strategic infrastructure (drainage and landscaping) brought forward at key intervals between the phases to reduce impacts:*

- R1 - 216 dwellings: 2024 - 2030
- R2 - 277 dwellings: 2025 - 2030
- R3 - 126 dwellings: 2030 - 2032
- R4 - 208 dwellings: 2030 - 2034
- R5 - 114 dwellings: 2026 - 2030
- R6 - 384 dwellings: 2027 - 2036
- R7 - 119 dwellings: 2025 - 2029
  
- Strategic Infrastructure 3: 2025 - 2026
- Strategic Infrastructure 4: 2026 - 2027
- Strategic Infrastructure 5: 2025 - 2026

#### Commercial Area/School

*To be brought forward as a single phase from 2026-2027.*

### Site Levels

3.3.12 Following the site remodelling and creation of the development platforms there would be some change to the existing contours at the site, but much less than was associated with the original proposals. Further details of the proposed site earthworks are set out in Chapter 10 Ground Conditions.

### EIA Assessment Parameters

3.3.13 As previously set out in Chapter 2, the EIA has been carried out with regards to a range of updated development parameters. This will then allow for further iteration to take place to the scheme, within the remit of the assessed parameters, without the ES becoming out of date, if the outline masterplan were to evolve at the Reserved Matters application stage. The Updated EIA Parameters Plan is provided at **Figure 3.1**.

3.3.14 These parameters are defined by such conditions including:

- Future Land Use (including Residential Elements, Employment Uses and Green Infrastructure);
- Maximum building heights; and
- Principal means of vehicle and pedestrian access (including the new link road);

### **Future Land Use**

#### Residential Development

3.3.15 Over the whole of the development site, up to 1,560 Dwellings [a reduction from the previous 1,760] will be provided in the area highlighted for Residential Use on the Parameters Plan (Figure 3.1). The residential development would include associated private amenity space and internal access roads. The residential development would be brought forward in a series of phases. A first phase of 216 dwellings is included as detailed element of the hybrid planning application (**Figure 3.2**). The remainder of the residential development would follow on after the completion of the link road.

#### Primary School

3.3.16 A new primary school would be provided as part of the proposals. The Parameters Plan (Figure 3.1) illustrates its location which has now moved towards the central part of the site, amongst the residential element of the scheme, adjacent to the local shops and community facilities. It is proposed that the primary school would come forward alongside the first phase of the residential development and the first section of the link road running from Barugh Green Road to the northernmost internal roundabout. It is expected that the primary school would be open in the second summer from the first occupation of a residential dwelling.

#### Local Shops and Community Facilities

3.3.17 A small area of Local Shops and Community Facilities would be provided as part of the proposals. The Parameters Plan (Figure 3.1) illustrates its location now towards the central part of the site, amongst the residential element of the scheme, adjacent to the new primary school.

#### Employment Development

3.3.18 The development includes for up to 43 hectares of employment land, located to the south of the site. This area would be for Use Class E/B2/B8. It is currently proposed

that the maximum floor area would be 112,181 sq m of which 28,045 sq m will be B2, 84,136 sq m being B8 and 418 sq m class E.

#### Link Road

3.3.19 The proposal includes for a new link road which will connect both ends of the site, from Higham Lane to Barugh Green Road, part of the wider route between M1, Junction 37 and the A635, Barugh Green Road. The location of the link road is illustrated on the Parameter Plan (Figure 3.1) and includes two internal roundabouts to connect into the remainder of the residential development.

3.3.20 The two external roundabouts on Higham Lane and Barugh Green Road have already been subject to separate planning applications (*App 2020/0027 and 2020/0028*) which have already been consented. Given how the works included with these applications for the two external roundabouts are integral to the overall proposals at the Site these roundabouts are also considered within the main assessment as part of the overall proposals, rather than within the separate cumulative effects section.

#### Other Vehicular Access

3.3.21 A separate vehicular access is provided to access the residential parcel in the south-eastern part of the site. This would be taken from Farm House Lane. No vehicular connection would be provided from this area of residential development to the remainder of the site, with a large area of strategic greenspace and drainage infrastructure lying between this residential parcel and the remainder of the residential development.

3.3.22 There may also be a requirement for temporary vehicular access routes to be provided during the construction of the first phase of 216 dwellings, prior to the completion of the full length of the first part of the Link road running from Barugh Green Road to the northernmost internal roundabout.

#### Strategic Drainage Infrastructure

3.3.23 The drainage strategy has been revised to reflect the updated site levels design. A revised series of separate drainage basins are illustrated on the Parameters Plan (Figure 3.1) and would form the basis for the drainage strategy at the site. Further details regarding the proposed drainage strategy are set out in Chapter 11 Flood Risk and Drainage and its supporting Appendices.

#### Green Infrastructure

3.3.24 An extensive area of green space is illustrated on the Parameters Plan (Figure 3.1) associated with both the residential element of the scheme and the employment element of the site. This would now include a greater degree of retention of the woodland which is currently located towards the eastern boundary of the site. Further details regarding the likely form and nature of the strategic green space are provided in Chapter 6 LVIA and Chapter 7 Ecology. However, it is likely that that this would include for areas of vegetation planting, accessible public open space and formal and informal children's play areas. It is intended that this network delivers biodiversity gain; maintains, extends and enhances existing green infrastructure; and helps to plan for climate change.

### Pedestrian and Cycle Access

3.3.25 The site has a strong existing network of rights of way and footpaths and the intention is that the development would continue to provide a diverse network of linkages, either running through the areas of strategic greenspace or the new areas of residential development. Further detail regarding the likely future pedestrian access across the site is provided in Chapter 6 LVIA and Chapter 8 Transport.

### **Building Heights**

3.3.26 Maximum Building Heights are illustrated for each area of the scheme on the Parameters Plan (Figure 3.1). These have been established in response to a combination of factors including consideration of the existing residential areas surrounding the site. It is assumed that the building heights across the residential element of the site would be up to 3 storeys (up to 13.5m in height). The maximum heights in the Employment area of the site have been revisited since the original submission in response to feedback from the Council and would now have a maximum height of 18.5m rather than 23m as before, with some parts restricted to either 16m, 8m or 6m.

### **Utilities and Infrastructure**

3.3.27 Services including water supply, electricity and gas supply, and telecommunications would be provided to all units within the Proposed Development. The Proposed Development would also be subject to a lighting scheme which would consist of street lighting along the main routes through the proposed development.

## **3.4 CONSTRUCTION PHASE**

### Programme

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

3.4.2 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 be brought forward at key intervals between the phases to reduce impacts and all be in place by 2027.

### Construction Methodology

3.4.3 The 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.

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

- 07.15 – 18.00 Monday to Friday (with no noisy working until after 7.30am); and
- 07.15 – 13.00 Saturday (with no noisy working until after 7.30am)

3.4.5 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.

3.4.6 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.

3.4.7 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.

3.4.8 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.

3.4.9 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. The proposed measures would include for the 'Standard measures and the adoption of construction best practice methods' as referred to in the Assessment Approach and presumed to be in place for the purpose of the technical assessments. This would include:

- 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.

3.4.10 The 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.

3.4.11 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.

3.4.12 Any proposed departures from the agreed CMP/CEMP will be submitted to the Council, relevant authorities and affected parties in advance.

3.4.13 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

3.4.14 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.

3.4.15 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. It is expected that the CTMP would be conditioned as part of any planning approval for the development.

3.4.16 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

3.4.17 It is expected that 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

3.4.18 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.

3.4.19 It is expected that 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.

3.4.20 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.

3.4.21 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.

#### Decommissioning

3.4.22 While it is anticipated that the Proposed Development will exist well beyond its design life of plus 60 years (including refurbishment) it may ultimately require subsequent redevelopment. Any requirements for demolition at that point would comply

with all the legislative requirements and codes of practice pertaining at that time. It is also anticipated that a detailed method statement would be prepared at that time which would incorporate the safety and effect of the demolition upon the local environment, as relevant at the time of decommissioning.

3.4.23 Accordingly, any consideration of demolition and/or decommissioning has been scoped out of this EIA.