

ENVIRONMENTAL STATEMENT VOLUME 1: NON TECHNICAL SUMMARY

Land West of Sheffield Road, Hoyland
(Local Plan site ref: ES13)

Newlands Developments Ltd

Job No: 191HA800

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1. Introduction

Purpose of the Non-Technical Summary

- 1.1 This Non-Technical Summary (NTS) of the Environmental Statement (ES) has been prepared to accompany the hybrid planning application for land to the west of Sheffield Road, Hoyland, Barnsley incorporating part of Local Plan site allocation ES13.
- 1.2 The ES has been prepared on behalf of Newlands Developments Ltd.

The Site

- 2.1 The proposed application site includes land west of Sheffield Road, in Hoyland, Barnsley. The site is adjacent to the M1 Motorway and represents the first phase of the Hoyland West Masterplan Area. The site is allocated for employment development within the adopted Barnsley Local Plan as part of a wider allocation (Site ES13).
- 2.2 The site is part of a former colliery and is currently vacant. Site ES13 forms part of the wider Hoyland West Masterplan Framework area. The Hoyland West Masterplan Framework is currently being prepared and is expected to be adopted in September 2020. It has been agreed with BMBC that the ES prepared for this application will include a cumulative assessment of the Hoyland West Masterplan sites (see figure 1 below).

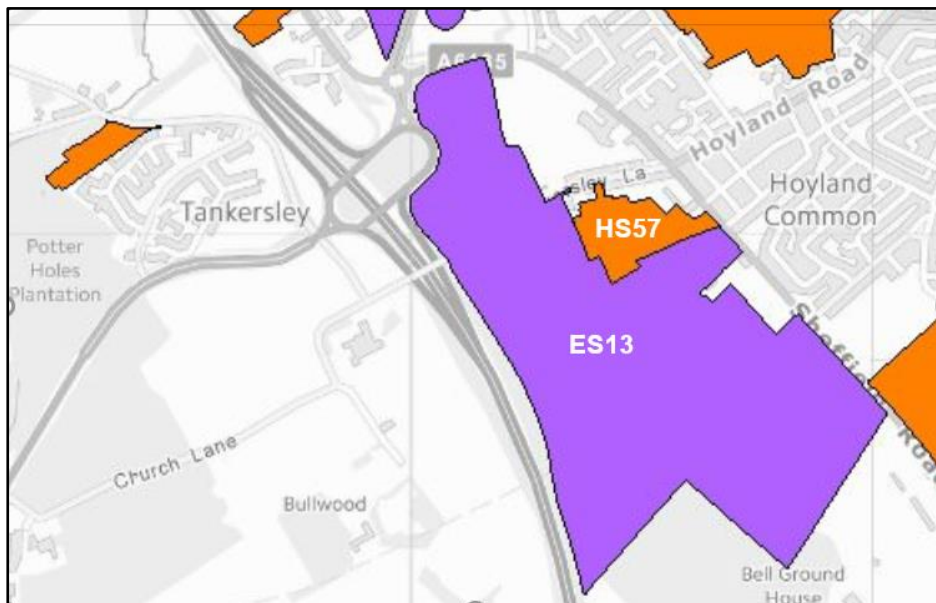


Figure 1: Extract of Local Plan Proposals Map showing Hoyland West Masterplan sites ES13 and HS57.

- 2.3 The total area of the application site is 53.42 hectares. From the centre of the site, ground levels slope down towards the southeast, however, the northern half of the site is gently sloping/undulating, varying between approximately 140m and 150m.
- 2.4 The site will be accessed via a new access road from Birdwell Roundabout at Junction 36 of the M1. A full topographical survey has been undertaken for the sites which has been used to inform the contour details for the proposed development.

Proposed Development

2.5 The description of development is as follows:

Hybrid planning application for a development of employment uses (B1, B2 and B8), new link road, associated works including provision of internal access roads, drainage and landscaping

1. *Outline with all matter reserved apart from means of access for up to 71,515 sq.m of employment uses (B1, B2, B8).*
2. *Full application for 31,571 sq.m of B8, new link road including new roundabout to link with Hoyland south Masterplan Area (Local Plan references HS68, HS65, HS61, HS58, HS6, SL5).*

2.6 The proposed development has been designed to complement and integrate with the Hoyland West Masterplan area together with the wider Hoyland area. The proposals represent the first phase of the Hoyland West Masterplan development. An illustrative Masterplan has been prepared to show the development proposals in the context of the wider area.

Environmental Statement

2.7 The ES has been prepared in accordance with Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This Non-Technical Summary outlines the key findings within each topic chapter of the ES. These assess the significant effects of the proposed development and associated mitigation proposals.

2.8 The topic chapters are as follows:

- Air Quality;
- Traffic Movements;
- Ecology and Associated loss of Habitat, and;
- Landscape and Visual Impact Assessment.

2.9 Each topic chapter has considered the application sites and also the wider cumulative development on the Hoyland West Masterplan sites (shown at Figure 1) as agreed with BMBC.

2.10 Each environmental topic forms a separate chapter of the ES. For each topic the following criteria are addressed:

- Legislation Policy and Guidance;
- Methodology and assessment criteria;
- Baseline conditions;
- Identification of likely effects;
- Evaluation and assessment of the significance of identified effects (taking into account any mitigation measures proposed as part of the development);
- Cumulative Impacts, and;
- Identification of any further mitigation measures to avoid, reduce or remedy adverse effects (in addition to those measures which form part of the proposals).

- 2.11 The purpose of defining a common approach is to ensure that each of the topics follows a consistent definition of significant effects as required by the 2017 EIA Regulations.
- 2.12 The significance of effect from the proposed development is defined by assessing the potential impacts upon various environmental receptors for each of the topic areas. For example for the Air Quality Chapter environmental receptors refer to known air quality monitoring locations.
- 2.13 The significance of the effect is determined through considering the likely impacts on each of the Environmental receptors when assessed against the relevant baseline conditions. The sensitivity and magnitude of the impact are then considered against the baseline to consider the significance of the effects of the development (both in terms of benefits and adverse conditions).
- 2.14 The key findings of each of the topic areas are summarised in the following chapters.

2. Air Quality

- 2.1 The project is within the administrative area of BMBC. BMBC has six Air Quality Management Areas (AQMA's). The closest AQMA to the Site is 'Barnsley AQMA 1, which is located on the western area of the site, as it covers a large area along the M1 between Junction 35a and Junction 38. The area extends 100m either side of the central reservation.. As part of the air quality assessment receptors within the AQMA were assessed to determine any effects in air quality as a result of the proposed development.
- 2.2 The main emissions during construction are likely to be dust and particulate matter generated during earth moving (particularly during dry months), or from construction materials. Proposed good practice measures and mitigation are included in the Construction Environmental Management Plan submitted with the planning application. The Air Quality Consultant has concluded that likely significant impacts during the construction phase are anticipated to be negligible and not significant.
- 2.3 For the operational phase the number and type of proposed vehicles has been assessed as changes in road vehicle emissions are the most important consideration during this phase of the development. Detailed modelling has been undertaken as part of the Air Quality Assessment produced for the site. Using the provided traffic data, the effect of the development is predicted to be "moderate (beneficial) to slight (adverse)' and not significant. As such, no additional mitigation is considered necessary, but some have been proposed as part of the development proposals.
- 2.4 Overall, the air quality impact is predicted to be negligible taking into account the changes in pollutant concentrations and the operational air quality effects.

3. Traffic Movement

- 3.1 This section considers the potential traffic and highways impact of the development (and the cumulative impact of the development when considered with the Hoyland West Masterplan sites.
- 3.2 The section builds on analysis contained within the Transport Assessment (TA) which assesses the sites accessibility and their impact on the local highway network. It then considers the impact of the traffic generated by the Development on the surrounding network and identifies any appropriate mitigation that is required.
- 3.3 The Environmental Management and Assessment (IEMA) guidelines state that the following environmental effects (Table 3.1) should be considered when assessing traffic from an individual development.

Noise	Fear and Intimidation
Vibration	Accidents and Safety
Visual Effects	Hazardous Loads
Severance	Air Pollution
Driver Delay	Dust and Dirt
Pedestrian (and Cycle) Delay	Ecological Effects
Pedestrian (and Cycle) Amenity	Heritage and Conservation Areas

Table 3.1 Traffic Related Environmental Effects

- 3.4 The impact of the proposed development on the identified effects are summarised below:

Severance

- 3.5 In accordance with the IEMA guidelines, receptors are likely to experience ‘minor’ changes in severance when traffic flows change by 30% or more with changes in traffic flows of 60% and 90% producing ‘moderate’ and ‘major’ changes in severance. Traffic changes of 13% are predicted and therefore the predicted increase is substantially less than the thresholds of change suggested by the IEMA guidelines for measuring severance

Driver Delay

- 3.6 The IEMA guidelines note that driver delays are only likely to be significant when traffic on the network surrounding the development is already at, or close to capacity.
- 3.7 The results of the modelling assessments, as presented within the Transport Assessment, show that for each access junction in the study area, the changes in traffic flows associated with the development will have a negligible effect on driver delay in the 2029 future year. The likely effect of the development across the study area, in terms of driver delay, is therefore considered to be of negligible significance.

Pedestrian and Cycle Delay and Amenity

- 3.8 The IEMA guidelines note that a change in the volume, composition and/or speed of traffic may affect the ability of a person to cross a road. The IEMA guidelines note that a projected change in traffic of less than 10% is generally considered to create no discernible environmental impact, given that daily variations in background traffic flow may fluctuate by this amount under normal

operating conditions. Overall the likely effect of the development on all links in the study area, in terms of pedestrian delay, is therefore considered to be of negligible significance.

Pedestrian Amenity

- 3.9 As previously identified, the maximum predicted change in traffic flow in the 2029 future year as a result of the development is a maximum increase of 13%. However there is also a maximum decrease in traffic flow of 81% along Sheffield Road, as a result of the new link road which removes a significant number of vehicles off Sheffield Road. The likely effect of the proposed development on all links in the study area, in terms of pedestrian amenity, is therefore considered to be of beneficial significance.

Fear and Intimidation

- 3.10 Levels of fear and intimidation experienced by pedestrians are dependent on the volume of traffic, its HGV composition and factors such as speed, size and proximity of vehicles. The assessment demonstrates that there will be no predicted change in the level of fear and intimidation as a result of increased vehicular traffic flows, however some links will experience an increase of HGV's associated with the development. The likely effect of the development on all links in the study area, in terms of fear and intimidation, is therefore considered to be of negligible significance.

Accidents and Safety

- 3.11 An assessment of road traffic accident data for a five-year period has been undertaken for the purpose of this Assessment. The data shows that across the study area, the level of reported accidents is not uncommon for the characteristics of the road network. Furthermore, the number of accidents does not suggest a specific issue at any particular location.

Summary

- 3.12 It has been previously identified that the development is predicted to result in a change of traffic flows of no more than 13% for all links in the study area, whilst all but one link experiences a change in traffic flows of no more than 10%. The IEMA guidelines note that a projected change in traffic of less than 10% is generally considered to create no discernible environmental impact, given that daily variations in background traffic flow may fluctuate by this amount under normal operating conditions.
- 3.13 The assessment of operational traffic impacts concluded that there were no link locations that are predicted to encounter significant increases in traffic as a result of the development.
- 3.14 The implementation of a Construction Traffic Management Plan will ensure the impact of additional HGVs during the construction period is kept to a minimum and the implementation of a Travel Plan will encourage and promote sustainable travel to the development once operational.
- 3.15 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 negligible.

4. Ecology and Associated Loss of Habitat

- 4.1 A full programme of ecological surveys has been taken to inform an ecological impact assessment of the proposed development. These included Great Crested Newt (GCN) surveys bat activity surveys, breeding bird surveys, badger surveys and reptile surveys.
- 4.2 No local, national or international level statutory designations were returned for the search areas. Three non-statutory designations at a local level exist. A further Local Nature Reserve was also noted within 2km.
- Potter Holes Plantation/1166 - Local Nature Reserve and Local Wildlife Site.
 - Skiers Spring Wood/657 - Local Wildlife Site.
 - Black Lane/646 - Local Wildlife Site
 - Dearne Valley Green Heart - Nature Improvement Area.
- 4.3 The land incorporated within the Hoyland West Masterplan area (including the residential allocation and two employment plots above referenced) adjoins the development site and falls largely within the ecology survey area subject to detailed assessment. As detailed within the Assessment the land here is dominated by heavily cultivated arable habitat and amenity managed grassland and considered to be of limited ecological value.
- 4.4 An analysis of the predicted biodiversity net gain for the development has been undertaken. The analysis demonstrated that there will be a net gain as part of the development proposals.
- 4.5 The residual ecological effects resulting from construction and operation of the site can be summarised as follows:

Ecological Features	Effect	Magnitude	Mitigation	Residual Effect
Potter Holes Plantation LWS/LNR	Negligible	Negligible	n/a	Negligible
Skier's Spring Wood LWS	Negligible	Negligible	n/a	Negligible
Black Lane LWS	Temporary short-term negative impact	Minor	General construction site impact avoidance measures, lighting strategy	Negligible
Semi-natural Broadleaved Woodland	Long-term indirect impacts to a limited extent of woodland edge habitat	Minor	General construction site impact avoidance measures, lighting strategy, construction access restrictions. Creation of extensive native woodland and scrub as part of the green infrastructure proposals	Minor beneficial effect of local significance

Broadleaved Trees	Permanent loss to a proportion of the onsite resource	Moderate	New tree planting including standard trees and long-term management, retention of deadwood from removed trees within the site	Minor negative effects of local significance
Hedgerows (of moderately high to high value)	Permanent negative direct and indirect impact	Major	General construction site impact avoidance measures, lighting strategy, construction access restrictions, extensive habitat creation, management plan	Minor beneficial effect of local significance
Reptiles	Permanent direct and short term, indirect negative impacts on suitable habitat condition and extent	Moderate	General construction site impact avoidance measures and best practice habitat clearance, lighting strategy, drainage proposals, construction access restrictions, management plan	Minor beneficial effect of local significance
Winter Birds	Permanent negative direct impacts	Moderate	General construction site impact avoidance measures, lighting strategy, construction access restrictions, habitat creation, management plan	Minor negative effect on fauna of local significance
Breeding Birds	Permanent negative direct and limited temporary short-term indirect impacts	Moderate	General construction site impact avoidance measures and best practice habitat removal, lighting strategy, construction access restrictions, habitat creation, management plan	Minor negative effect on fauna of local significance
Bats (commuting and foraging)	Permanent negative direct and limited permanent indirect impacts	Moderate	General construction site impact avoidance measures, lighting strategy, construction access restrictions, habitat creation, management plan	Minor negative effect on fauna of local significance

Table 4.1 Residual Effects Summary

5. Landscape and Visual Impact

- 5.1 The assessment of landscape and visual effects and impacts is supported by desk based analysis of relevant studies, and primary research which has informed the preparation of a Landscape and Visual Impact Assessment chapter of the Assessment.
- 5.2 The viewpoints for assessment were agreed with BMBC. 19 viewpoints have been considered.
- 5.3 The Landscape and Visual Impact Assessment chapter of the Assessment has assessed the landscape value and sensitivity of the site and its immediate context in accordance with recognised guidelines (Guidelines for Landscape and Visual Assessment; 3rd Edition) and concludes that it is Medium/Low in both respects. This is also broadly supported by the published landscape character assessment that indicates relatively low landscape sensitivity to built development, with landscape capacity judged as medium.
- 5.4 The Assessment sets out the predicted landscape effects arising from the proposed development (ES Volume 3, Appendix L, section 8B). The effect of the development on the landscape character of the site and its immediate context has been judged to be moderate adverse upon completion, reducing to moderate/ minor adverse by Year 15. Although the magnitude of change is initially high, the sensitivity of the receptor is medium/low, and therefore the impact on landscape character is not judged to be significant.
- 5.5 The proposed development will be most visible from more localised receptors close to the site boundary, with the receptors immediately to the east, south and north experiencing the greatest level of effects. Opportunities for views from receptors located further away from the site will be limited, due to the screening effects of existing vegetation, landform and existing built form. Where long-distance views of the development can be experienced, the visual impact will be limited by distance, with the development being seen in the context of the wider settlement.
- 5.6 Overall, the proposed development will result in some notable landscape and visual effects, yet these will be predominantly confined to the site and its immediate context and to a limited number of properties, Public Rights of Way (PRoW) and roads. The most notable landscape effects will arise from direct changes to the landscape character of the site. Visually, the most notable effects will occur for a number of properties located close to the site and for users of a limited number of PRoWs and roads within the immediate context of the site.
- 5.7 The scheme includes a robust landscape strategy that has been carefully devised to provide effective mitigation for the potential effects of the proposed development. Subsequent care and attention to the design treatment of the proposed buildings and to the detailed design, implementation proposals and subsequent management of the landscape and associated green infrastructure proposals will be important to ensure that the likely effects of the proposed development are further minimised wherever possible and the identified opportunities for landscape enhancement are maximised.

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