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Date 13 March 2013
Our ref 21235/PB/AH/3821108v1
Your ref

Dear Mr Burton

Proposed Development: Land at Dearne Hall Road, Low Barugh

We are pleased to submit, on behalf of our clients Commercial Estates Projects (CEP) and Hallam Land Management (HLM), an outline planning application seeking permission for a residential development on land at Dearne Hall Road, Low Barugh, Barnsley. All matters are reserved except access.

The Site

The application site comprises approximately 10ha of land to the south-east of Dearne Hall Road and to the east of Barnsley Road, Low Barugh. It includes two properties (1 & 3 Claycliffe Road) and a large field, which is partly used for agricultural purposes with the remaining land undeveloped. The land is mostly greenfield, but also contains brownfield features, including former cooling ponds and railway embankments/cuttings. An electricity pylon is located in the north east of the site and a power line runs across the site in a north-south direction.

Directly to the north and north-west of the site lie residential dwellings and Dearne Hall Road, beyond which lies agricultural land. A railway line runs along the eastern edge of the site and to the south and south-east lies an industrial site, electricity substation and housing development. To the west lies Barugh Methodist Church and Barnsley Road.

The site is located within Urban Barnsley and is accessible on foot and by sustainable modes of travel. Indeed it has been assessed by the South Yorkshire Passenger Transport Executive (SYPTE) as being a 'green'/ sustainable site, on the basis that it lies within walking distance of the Core Public Transport Network. There are public houses and a church within 400m of the site. Furthermore local services and open space are present in Barugh Green, within 1km of the site.

The Application

Outline planning permission is sought for the following:

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Regulated by the RICS

- a residential development of approximately 150 dwellings providing a mix of housing types, including affordable housing of a type and quantum assessed as viable;
- a green infrastructure network;
- two accesses into the site. The access to the north of the site will be from Dearne Hall Road. The access in the south-west of the site will involve creating a larger roundabout at the junction of Barnsley Road, Claycliffe Road and Barugh Lane; and
- a link road, which will connect the two access points and will ease traffic congestion in the surrounding area.

The Economic Benefits of this Application

The proposed development will:

- Support approximately 35 direct full time equivalent (FTE) jobs in construction throughout the duration of the anticipated 4 year build programme
- Generate a further 15 FTE 'spin-off' jobs in the supply chain and related services
- Deliver a temporary uplift in Gross Value Added of circa £875,000
- Attract new economically active households to the local area, resulting in £730,000 of net additional expenditure per annum in the local economy. This could be expected to create 7 new FTE jobs in retail and leisure within Barnsley
- Result in New Homes Bonus payments totalling more than £1.2m
- Deliver an uplift in Council Tax revenues in excess of £185,000 per annum

Planning Forms

We have submitted the application via the Planning Portal (reference PP-02490813). Given the restrictions in terms of inputting explanatory information, a number of matters require further clarification.

- Section 8 Authority Employee / Member. To our knowledge no one at NLP submitting the application is related to any Councillor or member of staff working for the Council's Planning Department, nor to any Council employee who is likely to have direct involvement with the application decision-making process. To our knowledge nor is the applicant / anyone at the applicant company who is directly involved in the decision to make the application similarly involved.
- Section 10 Vehicle Parking. The actual number of spaces provided will depend on the final mix of housing types but will follow parameters agreed with the Council.
- Section 17 Residential units. The exact mix of housing types will be determined at the reserved matters stage.

Validation

We have reviewed the planning application requirements, as set out in the Barnsley Validation Checklist and these requirements have been agreed and confirmed by Barnsley Council in a letter dated the 15th March 2012 (ref. no. 2012/ENQ/00908). In light of these requirements the following information has been submitted to accompany the application:

- Covering Letter, Application Forms and Certificates;
- The following drawings, prepared by NLP;
  - i Location Plan (Dwg. Ref. No. A21235/02 Rev E);
  - ii Land Use Plan (Dwg. Ref. No. IL21235-020)
- The following drawings, prepared by Bryan G Hall:
  - i Proposed Access Arrangement: Dearne Hall Road (Dwg. Ref. No. 8/241/TR/003 Rev D);
  - ii Proposed Compact Roundabout(Dwg. Ref. No. 08/241/TR/026)
- Planning, Affordable Housing and Sustainability Statement, prepared by Nathaniel Lichfield & Partners (NLP);
- Statement of Community Involvement, prepared by NLP;
- Design and Access Statement, prepared by NLP;
- Ecology Report, prepared by Baker Shepherd Gillespie;
- Geoenvironmental Desktop Study, including coal mining risk assessments and contaminated land assessment prepared by Sirius ;
- Transport Assessment, prepared by Bryan G Hall;
- Travel Plan, prepared by Bryan G Hall;
- Archaeological Desk Based Assessment, prepared by NAA;
- Geophysical Survey Report, prepared by GSB;
- Flood Risk Assessment, including SUDs and drainage strategy, prepared by Weetwood;
- Air Quality Assessment, prepared by URS;
- Noise Assessment, prepared by Cole Jarman;
- Tree Survey, prepared by JCA;
- Summary Statement, prepared by NLP; and
- S.106 Heads of Terms and contact details for legal representative.

Most of the above documents have been submitted via the Planning Portal, however due to their size the Ecology Report and Geoenvironmental Desktop Study have been provided on a CD.

We also enclose a cheque for £18,497 made payable to Barnsley Council, to cover the requisite planning application fee.

EIA Screening

Paragraphs (4) and (5) of Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 shall apply. The information that accompanies this application should be sufficient so as to allow you to adopt a Screening Opinion under Regulation 5. Nevertheless to assist you in this process, we have provided a short Environmental Impact Assessment (EIA) screening analysis at Appendix 1 of this letter, which confirms that in our opinion an EIA is not required to be submitted with the application.

We trust that the information provided is sufficient to allow the registration and validation of the application. If for whatever reason you require any additional information then please to not hesitate to contact me or my colleague Michael Hepburn.

Yours sincerely

Michael Hepburn
Senior Associate Director

Appendix 1: EIA Screening Analysis

The development is one to which EIA Regulations may apply because it falls within Schedule 2 as an urban development project on a site exceeding 0.5 ha (category 10 (b)). For Schedule 2 developments, the 2011 regulations require that an EIA be undertaken where:

"… the development is likely to have significant effects on the environment by virtue of factors such as its nature, size or location".

In determining whether the development is likely to give rise to significant environmental effects, reference should be made to Schedule 3 of the 2011 Regulations. This identifies three categories of criteria:

- Characteristics of the development (such as size, cumulative effects, use of natural resources, production of waste, pollution and nuisances, and risk of accidents)
- Location of the development (by reference to the environmental sensitivity of the area)
- Characteristics of the potential impact (having regard in particular to the extent of the impact, its transfrontier nature, magnitude and complexity, probability and duration, frequency and reversibility).

We assess the impacts of the proposals against the three categories of criteria below**. The technical reports, submitted with the outline planning application should be read alongside the assessment below.**

Characteristics of the development (such as size, cumulative effects, use of natural resources, production of waste, pollution and nuisances, and risk of accidents)

Size

The proposed residential development forms an outline application for predominantly family homes of up to 2.5 storeys. Overall approximately 150 units are proposed.

Whilst the application site comprises c.10ha, due to flood and ecological mitigation measures and the proposed highways works, only approximately 5ha of the site will be developed for housing.

Cumulative Effects

Through discussions with the Council, it has been identified that the following committed developments should be taken into account when assessing the cumulative impact of the proposed development:

- the addition of two non-food retail units adjacent to the existing Aldi Store, located between the A635, Barugh Green Road and the A637; and
- the North Gawber residential development,

These developments have therefore been factored into the cumulative assessment of the development on the local highways network and in turn the air quality assessment.

The development of residential units is not a complex or hazardous activity and will therefore have only localised environmental effects.

As discussed below, the technical reports that have been prepared to accompany the application, confirm that through the incorporation of mitigation measures the proposed development will not have any significant environmental effects. In fact the provision of a new road linking Dearne Hall Road and Barnsley Road is likely to assist in addressing existing traffic issues in the area surrounding the site. This impact is discussed later.

Use of Natural Resources and Production of Waste

The development will not result in the significant loss of resources considered to be scarce. The energy efficiency of the residential development will be in line with local and national policy and legal requirements. The use of natural resources will be typical for an urban development proposal such as residential development, as will be the production and management of waste. The site will be accessible to the municipal waste and recycling collection service and will therefore be managed in this way.

Pollution, Nuisances and Risk of Accidents

Given the non-hazardous materials associated with the construction and operation of a residential scheme, the effect of pollution and nuisances will be low. Likewise, the risk of accidents will be low, characteristic of the volume construction industry, and therefore not significant.

The potential noise and air quality impact of the neighbouring industrial estate and the railway line on the proposed residential development has been assessed from a pollution and nuisance perspective, as discussed below. There are a number of mitigation measures outlined in the technical reports which will ensure that there will be no significant pollution or nuisance impacts affecting the proposed development.

Location of the development (by reference to the environmental sensitivity of the area)

The development is not within a sensitive area, as defined by Part 1 Section 2 of the 2011 Regulations. The site comprises agricultural land within an urban area. The proposed **developable** area of the site **is not**;

- Within Flood Risk Zone 2 or 3 and there is therefore a low risk that this development will be affected by flooding or will exacerbate flooding in the local area. The area to the east of the site which lies within Flood Zone 2 will not be developed;
- Designated locally for its geological or biological importance (a Site of Nature Conservation Importance or Regionally Important Geological Site);
- Designated locally for its landscape quality or importance (although the site is classified as Urban Land to Remain Undeveloped); or
- Within a designated Air Quality Management Area (AQMA), although there are three AQMAs in the surrounding area and as such the Air Quality Assessment has considered the potential impact on these AQMAs.

Characteristics of the potential impact (having regard in particular to the extent of the impact, its transfrontier nature, magnitude and complexity, probability and duration, frequency and reversibility).

A number of technical assessments have been prepared in relation to the site and the proposed development and submitted with the outline planning application. These relate to the following topics:

- Ecology;
- Noise;
- Air Quality;
- Archaeology;
- Flood Risk and drainage;
- Ground conditions; and
- Transport and accessibility.

We have set out a summary of the results of these surveys below.

Ecology

The following text is provided by Baker Shepherd Gillespie (BSG).

Potential environmental issue

To generate an ecological baseline a series of ecological surveys of the site have been undertaken by BSG Ecology during spring and early summer 2012 using standard methodologies according to the habitat or biotic group. These include the following work:

- Extended Phase 1 Habitat Survey (June 2012);
- Great crested newt survey (April – June 2012);
- Breeding bird survey (May – June 2012);
- Bat survey of Properties 1 and 3, Claycliffe Road (July 2012);
- Bat activity surveys across site (walked transect and remote surveys) (May – July 2012).

The range of surveys identified that the majority of the site is comprised of arable fields and is of low ecological value. Two ponds lie within the site, the larger of which supports a large population (over 100) of great crested newts, as evidenced by the survey work undertaken during spring 2012. The smaller pond and its surrounding marshy grassland falls within the proposed development footprint. The marshy grassland is of limited botanical value, although it provides suitable terrestrial habitat for great crested newts and is of value to a range of bird species, some of which are of conservation concern (for example reed bunting).

No bat roosts have been located within the mature trees on site or properties 1 and 3 Claycliffe Road during the targeted survey work. Bat activity levels across the site as a whole are also generally quite low, with the majority of activity being associated with the site boundaries.

Description of the possible environmental effects

Arable fields occupy the majority of the site and are considered to be of limited ecological value. Two ponds fall within the site, the smaller of which falls within the proposed development footprint and will therefore be subject to loss. Ponds are a Priority Habitat within the UK Biodiversity Action Plan and are Habitats of Principal Importance under the provisions of the NERC Act 2006, therefore without appropriate mitigation, the loss of the smaller pond could result in a net loss of biodiversity in the local area.

Survey work in 2012 found a large population of great crested newt within the larger pond. This pond will be retained, protected and buffered from the development. Given the presence of suitable amphibian terrestrial habitat within the site (e.g. marshy grassland), the presence of this species within the terrestrial habitats cannot be ruled out. In order to avoid committing an offence a European Protected Species licence will need to be secured for the development to proceed. A detailed mitigation strategy will need to be drawn up in the form of a Method Statement. The mitigation approach will be to avoid killing or injury to great crested newts and to minimise the impact on the great crested newt population.

No bat roosts have been identified within the site. Indirect impacts to bats could arise from lighting within the new development, as an increase in lighting can deter bats from foraging and commuting, and may alter the behaviour of their invertebrate prey.

Potential mitigation measures

The mitigation strategy for great crested newt will include the retention of the great crested newt breeding pond within the development and the creation of an area of optimal terrestrial habitat which will buffer the pond from the surrounding development. As compensation for the loss of some of the terrestrial habitat (marshy grassland) and a pond, it will be necessary to create high quality aquatic and terrestrial habitats for great crested newts within the development. This will include, for example, translocation of marshy grassland and creation of new ponds. The creation of new ponds will also serve to compensate for the loss of the smaller pond.

The great crested newt pond will not form an integral part of the SUDS scheme and site drainage will also be designed in such a way as to reduce the risk of pollutants entering the pond and terrestrial habitats.

The creation of terrestrial habitat for newts will also seek to provide replacement habitat for some of the nesting bird species recorded, in particular the priority species Reed Bunting, which has been recorded within the area of marshy grassland to be lost. The clearance of any potential bird nesting habitat, such as marshy grassland and trees, will be carried out between September and February, in order to avoid the bird breeding season. If the removal of the bird nesting habitat has to take place during the bird breeding season, then it is recommended that these habitats are surveyed for active bird nests by a suitably qualified ecologist before the proposed work is carried out. If active bird nests are present, then work would have to be delayed until nesting activity ceases.

In order to reduce the risk of adverse impacts on bats from lighting, it is recommended that additional lighting is aimed away from the boundary features to be retained or, where this is not possible, that down-lighting or cut-off beams are used, in order to minimise disturbance to bats.

Following the implementation of the above mitigation measures the proposed development will **not** result in any significant adverse ecological effects.

Noise

The following text is provided by Cole Jarman.

A noise survey has been undertaken at the site to establish the existing noise levels and an associated assessment has been undertaken to develop a suitable noise control strategy to protect the amenity of future residents at the site.

Potential Environmental Issues and environmental effects

The following noise related environmental issues and potential effects have been identified in relation to the proposed development:

- Potential noise level exposure of proposed residential units to low frequency noise associated with electrical substation
- Potential noise level exposure of proposed residential units to commercial noise
- Potential traffic noise level changes for existing residential dwellings on local road network
- Potential for temporary exposure to construction noise
- Potential for noise disturbance/change for existing and/or proposed residential units

Potential Mitigation Measures

The Noise Assessment identifies the following mitigation measures to address any potential adverse effects associated with noise effects on the proposed dwellings:

- Upgraded Glazing and acoustically treated alternative means of ventilation for the most exposed proposed residential units;
- Appropriate unit orientation and site layout are also important considerations in the acoustic mitigation measures to be adopted for the proposed development.

Subject to the mitigation measures identified above, a suitable noise climate can be provided for the future occupants of the proposed residential development as set out in the Cole Jarman Planning Noise Assessment Report 13/0190/R1.

Air Quality

The text below is provided by URS.

Potential Environmental Issues and Description of Possible Environmental Effects

Fugitive emissions of dust and particulate matter during the construction of the proposed development may affect existing residential properties in close proximity to the site boundary and along the designated access route where mud may be deposited on local roads. A qualitative assessment of amenity impacts of construction phase operations was therefore undertaken, which

considered the proximity of sensitive areas to construction activities and the type, nature and duration of those activities.

To the west, the site is bounded by an existing A-road. Barnsley Council's monitoring of Nitrogen Dioxide (NO_2) at the junction of Barnsley Road and Barugh Lane has shown that emissions from current levels of road traffic mean that this location is close to exceeding the annual mean air quality objective. The proposed development would result in a change in traffic flows on local roads, and this traffic could potentially impact on local air quality at existing residential properties adjacent to the surrounding roads. A dispersion modelling assessment of the change in road traffic emissions formed part of the air quality assessment for the proposed development. The significance of predicted effects was evaluated with reference to criteria developed by Environmental Protection UK and the Institute of Air Quality Management.

The southern boundary of the site is shared with an industrial site which includes an industrial fabrication process and an aggregates handling site. Emissions of dust from the aggregates facility to the south of the proposed site has caused complaints at existing residential properties nearer to the facility. The nearby wire manufacturer to the south of the proposed development boundary does not undertake any prescribed processes on site, with activities limited to spot welding of wire brought into site. A qualitative consideration of the impact of industrial activities on future users of the proposed site was therefore sufficient.

Mitigation Measures

Standard best practice measures common to the UK construction industry would be applied to minimise the effect of dust and particulate emissions from the construction site. The need for additional measures was evaluated as part of the air quality assessment.

The scheme proposes a link road which will run through the site connecting Dearne Hall Road to the north to a proposed fourth arm on the A637 Barnsley Road/Barugh Lane/Claycliffe Road roundabout to the south. The link road will allow both development traffic and local traffic to re-route avoiding the congested Dearne Hall Road/A637 Barnsley Road priority junction. An assessment of the effect of the installation of the link road formed part of the air quality dispersion modelling assessment.

Assessment Conclusions

For the proposed development, the concentrations of any airborne particulate matter generated by construction activities would be controlled using on site management practices to the extent that the proposed development should give rise to effects of minor adverse to negligible significance on dust deposition rates at the nearest sensitive receptors. The impact of fugitive emissions of PM_{10} at these receptors, with the proposed mitigation applied would be also be minor adverse to negligible. Overall the effect of fugitive emissions of particulate matter (dust and PM_{10}) from the proposed works is considered to be not significant with respect to potential effects on health and amenity.

Changes to road traffic flows in the vicinity of the proposed development would result in an effect of minor adverse significance in a small area close to the proposed compact roundabout and spine road. Elsewhere within the study area there would be a negligible effect on local air quality.

Emissions to air from industrial sites in the area are unlikely to be perceptible within the proposed development for the majority of the time. Occasional perceptible impacts during periods of adverse meteorological conditions are not likely to be of a magnitude or frequency that would cause annoyance to a reasonable person or generate complaints. The operation of back up electricity generators at the substation off Whaley Road would result in very small impacts on short-term NO_2 concentrations across the proposed development site and local road network. The effect of emissions from the backup generators and the proposed development on short-term NO_2 concentrations would therefore not be significant.

In conclusion, the overall impact of the proposed development on local air quality is considered to be not significant.

Historic Environment

The below text is provided by Northern Archaeological Associates.

Potential Environmental Issues

The proposed development would not have an impact on any designated heritage assets. There are three Grade II Listed Buildings within 1km of the site: two are 19th-century mileposts on Barugh Green Lane and Claycliffe Road and the third is Barugh Bridge, across the River Dearne. Due to the intervening buildings and railway embankment, there is no intervisibility between these assets and the site. There are no Scheduled Monuments, Conservation Areas, Registered Parks and Gardens or Registered Battlefields within 1km of the proposed development. There is no evidence to suggest that any non-designated heritage assets of national importance would be affected by the proposals.

A combination of geophysical survey and desk-based assessment has determined that there are three non-designated heritage assets within the proposed development site. These comprise a complex of ditched enclosures and boundary features of Iron Age or Romano-British date, which are of regional significance; the infilled remains of an early 19th century canal, (including at least two locks), and a mill tail-race, both of which are of local significance. The site is bounded to the south by the course of a former branch railway dating to 1850.

Description of the Possible Environmental Effect

With the exception of a single road crossing, the course of the former canal has been incorporated as a landscape feature within the preliminary scheme design. This asset would therefore be preserved in situ and environmental effects are anticipated as negligible.

Below ground remains relating to both the Iron Age/Romano-British complex and the mill tail-race would be harmed or lost as a result of construction works associated with soilstripping, ground reduction or consolidation, excavation of foundations, roads and service trenches and landscaping. The significance of the environmental effects on the Iron Age/Romano-British complex is considered medium adverse; that on the mill tail-race is considered minor adverse.

There are no identified operational effects on the historic environment.

Potential Mitigation Measures

Given the extensive nature of the Iron Age/Romano-British enclosure and field system complex, it is considered that the most effective strategy to mitigate the effects of the development upon both this complex and the mill tail-race would be through a programme of 'strip, map and sample excavation' built into the construction schedule. Fieldwork would be followed by a staged programme of post-excavation, publication and archive deposition. Prior to start of works, a Written Scheme of Investigation (WSI) for both the fieldwork and post-excavation phases would be agreed in writing with South Yorkshire Archaeology Service, archaeological advisors to Barnsley Metropolitan Borough Council.

Following the implementation of the proposed mitigation measures, the residual effects of the proposed development are anticipated to be negligible with respect to the canal and mill-tail race and minor adverse with respect to the Iron Age/Romano-British remains.

It is considered that the existing archaeological information is sufficient to understand the character and significance of the heritage assets within the proposed development area and the likely environmental effects on this resource. Adverse effects can be adequately mitigated either through incorporated mitigation or through works that can be undertaken post-determination and as a requirement of a planning condition. On the basis that the incorporated and proposed mitigation will be fully implemented, it is considered that the proposed development would not be in conflict with national or local planning policy as this relates to the historic environment.

Flood Risk and drainage

The following text is provided by Weetwood.

A Flood Risk Assessment (FRA) has been undertaken for the proposed development. This has been undertaken in accordance with the requirements of the National Planning Policy Framework (NPPF) and its supporting Technical Guidance and seeks opportunities to reduce the overall level of flood risk in the area through the layout and form of the development and the appropriate application of Sustainable Drainage Systems (SUDS).

Potential Environmental Issue

An increase in hard-standing area will result in an increase in the rate and volume of surface water to the receiving watercourse and on-site pond which is currently assumed to form part of a natural drainage system.

The site is identified by the Environment Agency (EA) as being located largely in Flood Zone 1 with a small area to the north east located within Flood Zone 2.

Possible Environmental Effects

Flows within the receiving watercourse would increase should flows from the developed site be allowed to discharge unrestricted thus potentially exacerbating flood risk elsewhere.

Potential Mitigation Measures

In order to ensure the peak flow rates of surface water leaving the developed site are no greater than the rates prior to the development, runoff rates will be limited to the existing greenfield runoff rate (12.6l/s).

The use of SUDS in the form of an attenuation pond is proposed to attenuate excess surface water runoff from the site to that of the maximum allowable discharge. Flows in excess of the agreed discharge rate will be stored on site. Storage volume will be provided for up to the 1 in 100 year (plus an allowance for climate change) storm event.

The required volume of storage could potentially be reduced if alternative SUDS options such as infiltration trenches/ponds were used. Initial site evidence suggests natural drainage is impeded; however a site investigation should be undertaken to fully assess infiltration potential.

Ground conditions

The following text is provided by Sirius Geotechnical & Environmental Ltd (SGE), based on a Preliminary Investigation Report (Desk Top Study) for the site, dated July 2012 (ref. C4855). The Preliminary Investigation was derived from both recent desk based information and a review/update of ground investigation data collected on part of the site by SGE in 2006.

Potential Environmental Issues

The Top Haigh Moor and Low Haigh Moor coal seams, dip downward in an easterly direction, below the site. A backfilled railway cutting in the south western part of the site and backfilled watercourses in the northern most part of the site, pose a risk as a source of contamination which could affect end users and controlled waters, subject to the nature of the materials therein. A railway embankment in the south eastern part of the site also subject to its content, poses a risk to end users and controlled waters.

Description of the possible Environmental Effects

Workings in the Top Haigh Moor coal seam have been proven to date within influencing distance of the surface in the central southern part of the site, and workings within influencing distance of the surface could extend beyond this area. The depth of any workings in the eastern and northern most part of the site are considered likely to be too deep to affect surface stability.

No mine entries are recorded to exist on the site by the Coal Authority, however their presence cannot be discounted.

Elevated concentrations of organic and inorganic contaminants have been recorded in the made ground in both the backfilled railway cutting and the embankment in the southern most part of the site. These are considered to pose a moderate risk to end users and a low risk to controlled waters. As yet uninvestigated Fill in the backfilled watercourses in the northern most part of the site are considered (in the absence of any data) to pose a potential moderate to high risk to end users and a moderate risk to controlled waters.

Ground gases from both on and offsite sources are considered to pose a potential moderate to high risk to end users.

Potential Mitigation Measures

The following mitigation measures have been proposed to fully address the potential effects identified above:

- Drilling and pressure grouting of the Top Haigh Moor coal seam, where within influencing distance of the surface;
- Adoption of foundations suitable to accommodate treated workings and, locally, deep made ground;
- Local removal/remediation of contaminant hotspots (ie area/s within the backfilled watercourses);
- Local provision of clean subsoil/topsoil in gardens; and
- Provision of gas protection measures.

All of the above are commonly employed when developing sites of this nature.

The need for all of these mitigation measures will be confirmed post determination, following supplementary ground investigation works in the body of the site, and new ground investigation works in the northern and south western most parts of the site. These supplementary investigations would include trial pits and window sample boreholes to allow investigation of the shallow soil conditions (including installation of gas/groundwater monitoring wells in selected boreholes), drilling of additional rotary boreholes to investigate the extent of shallow coal workings (with gas/groundwater monitoring wells installed in selected boreholes), supplementary laboratory testing and an extended gas monitoring period.

The implementation of the proposed mitigation measures will ensure that in relation to ground conditions there will be no significant adverse environmental effects resulting from, or affecting, the development.

Transport and accessibility

The following text is provided by Transport Consultants, Bryan G Hall.

Potential Environmental Impact

A qualitative assessment has been undertaken to assess the impacts of HGV traffic on the local highway network during the construction period. Although the local road network will experience additional HGV movements during this period, the anticipated numbers are expected to be relatively low and as such their potential impact is expected to be negligible. Construction vehicles are not anticipated to impact on volumes of traffic on local roads, queuing at local junctions or driver delay. Parking for all construction vehicles will be provided on site during the construction phase. All vehicles will also be subject to a Construction Management Plan which will minimise the transfer of materials and dust from the site on to adjacent roads and areas.

For the operational stage, a more quantitative assessment of the impacts of the development has been carried out. Junction capacity assessments have been undertaken of the local highway network. A Scoping Note (SN) was issued to the local Highway Authority (Barnsley Council) for

agreement which defined the local study area. The SN formed the basis of the Transport Assessment (TA) which accompanies the planning application.

The study area consists of the following local junctions:-

- Dearne Hall Road/Swallow Hill Road priority junction,
- Dearne Hall Road/A637 Barnsley Road priority junction,
- A637 Barnsley Road/Barugh Lane/Claycliffe Road three arm mini roundabout.

Analysis of the local road network shows that the Dearne Hall Road/Swallow Hill Road junction currently operates well under capacity. The other two junctions are currently operating above capacity during the critical morning and evening peak periods.

The proposed scheme is likely to generate additional traffic movements on the highway network. The impact of the development on the study area has been detailed within the TA. The assessment work shows that the Dearne Hall Road/Swallow Hill Road junction will continue to operate well under capacity. The development is likely to impact on the other two local junctions. The additional generated traffic may contribute to greater delays and queuing at these junctions and increases in carbon emissions if mitigation measures were not proposed.

Mitigation Measures

With reference to the EIA guidelines, the impact of construction traffic for the reasons outlined above is deemed to be neutral.

In terms of the operational impacts of the development, the scheme proposes a link road which will run through the site connecting Dearne Hall Road to the north to a proposed fourth arm on the A637 Barnsley Road/Barugh Lane/Claycliffe Road roundabout to the south. The link road will allow both development traffic and local traffic to re-route avoiding the congested Dearne Hall Road/A637 Barnsley Road priority junction. It is also proposed to upgrade the Claycliffe Road mini roundabout to a larger roundabout junction. The off-site highway measures proposed will improve the operation of both junctions currently deemed to operate above capacity. The effects will be to reduce the impact of the development on the local highway network to minor/neutral and have a significant betterment over the existing operation of both Dearne Hall Road/A637 Barnsley Road priority junction and the A637 Barnsley Road/Barugh Lane/Claycliffe Road roundabout.

The volume of HGV traffic currently using Barugh Lane and Dearne Hall Road is less than 7.5% and 2.5% respectively in the morning and evening peak periods. Whilst the proposed development would not increase the proportion of HGV's on either of these two roads, the introduction of weight restrictions on Barugh Lane, which would need to be instigated by the Local Highway Authority given the need for a Traffic Regulation Order, would be supported by the applicant.

Furthermore a residential Travel Plan will be provided for the development, a Framework Travel Plan accompanies the planning application. The document's primary aim will be to reduce the number of single occupancy vehicle journeys to/from the site by promoting alternative sustainable modes of travel for residents.

The additional development traffic is likely to have a minor to neutral effect on traffic accidents in the area. The significance of the effects on pedestrian and cyclist severance is also considered to be minor.

In conclusion, following the proposed mitigation measures, it is considered that there will be no significant residual transport related environmental effects.

4. Conclusion

On the basis of the above we consider that an EIA is not required given:

- the characteristics of the proposed residential development;
- the site is not within or adjacent or functionally connected to a Sensitive Area as defined by the 2011 Regulations; and
- that there will be no significant environmental effects associated with the development of this site.