6 SOCIO ECONOMIC IMPACTS

6.1 INTRODUCTION

6.1.1 This Section considers the impact of the proposed development on people; firstly it considers the socio-economic characteristics of the existing population and then assesses how the development will affect these socio-economic conditions, including the impact of the retail development and the provision of employment. Secondly it, evaluates the environmental implications of the development on local people by drawing together the various impacts identified in the technical environmental sections providing an overview of cumulative environmental impacts on human beings.

6.1.2 This Chapter (and its associated figures and appendices) is not intended to be read as a stand alone assessment and reference should be made to the front end of this ES (**Chapters 1 – 4**), as well as the technical chapters and **Chapter 16** Cumulative Effects.

6.2 POLICY AND GUIDANCE

Planning Policy

6.2.1 Planning policy at the national, regional, county and local level is discussed in Chapter 5 Policy. A summary of the scheme's compliance with legislation and planning policy is included in Section 6.1 of this Chapter.

National Planning Policy Framework (NPPF)

PPS1-Delivering Sustainable Development

6.2.2 The NPPF was issued in March 2012 and sets out the overarching planning policies on the delivery of sustainable development through the planning system. The guidance confirms that promoting sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as peoples quality of life, including but not limited to:

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure; and
- widening the choice of high quality homes.

6.2.3 Section 1 of the NPPF emphasises that the Government is committed to securing economic growth in order to create jobs and prosperity. Planning authorities are advised to encourage and not act as an impediment to growth by overburdening business by the combined requirements of planning policy.

Core Strategy

6.2.4 The Core Strategy was adopted in September 2011 and sets out the strategic policy framework for the borough. In addition to the UDP policies listed above, the following Core Strategy policies are relevant in considering the application proposals:

6.2.5 **CSP 1 Climate Change** - development will be expected to:

- reduce and mitigate the impact of growth on the environment and carbon emissions
- ensure existing and new communities are resilient to climate change
- harness the opportunities that growth, and its associated energy demands, brings to increase the efficient use of resources through sustainable construction techniques and the use of renewable energy

6.2.6 We will take action to adapt to climate change by:

- giving preference to development of previously developed land in sustainable locations

- locating and designing development to reduce the risk of flooding
- promoting the use of sustainable drainage systems
- promoting investment in Green Infrastructure to promote and encourage biodiversity gain

6.2.7 **Policy CSP8** prioritises growth in Urban Barnsley which will be expected to accommodate significantly more housing, economic, shopping, health, leisure, business and public service growth than the rest of the borough.

6.2.8 **Policy CSP25** is in accordance with section 4 of the NPPF on Transport and suggests that viable new development must be designed to reduce the need for private vehicles and meet the needs of pedestrians and cyclists. Parking must be in accordance with parking guidelines set out in Supplementary planning document for parking, and not exceed the maximum amount stated.

6.2.9 **Policy CSP26** requires new development to be designed and built to provide, safe secure and convenient access for all road users. Where this cannot be achieved developers are required to take mitigating action.

6.2.10 **Policy CSP29** states the importance of high quality design which will use and enhance the features of Barnsley, whilst providing high quality green space. In order to ensure a developments success CSP29 states that it must enable people to gain access safely and conveniently, providing, in particular, for the needs of families, children, disabled people and older people.

6.2.11 **Policy CSP33** seeks to protect, maintain, enhance and create an integrated network of connected multi-functional green infrastructure assets. **Policy CSP35** looks to improve existing green space to meet the standards set in the Green Space Strategy.

Barnsley Sustainable Community Strategy

6.2.12 Barnsley's Sustainable Community Strategy sets the strategic vision for Barnsley. Providing and overarching Strategy which encompasses important national, regional and local strategies it provides an action plan to achieve the vision. The Strategy has been developed by One Barnsley, the Local Strategic Partnership that brings together public, private and community sectors from the area and region.

6.2.13 The vision is for Barnsley to be a successful, uniquely distinctive 21st century market town at the centre of a borough that offers prosperity and a high quality of life for all.

6.2.14 To achieve this vision, the strategy identifies 11 ambitions:

- **AMBITION 1** – Our communities are attractive, clean and sustainable places to live
- **AMBITION 2** – Barnsley is one of the safest towns in Yorkshire
- **AMBITION 3** – Barnsley offers varied and exciting cultural opportunities to all
- **AMBITION 4** – Barnsley is recognised for its community spirit and diversity
- **AMBITION 5** – Barnsley people are healthier and live longer - adding life to years and years to life
- **AMBITION 6** – Enabling adults to have healthy and fulfilling lives
- **AMBITION 7** – Barnsley children and young people - aiming high, enjoying life and seizing opportunity
- **AMBITION 8** – 21st century environments for 21st century learning, enterprise, skills and services
- **AMBITION 9** - Building a prosperous and sustainable local economy
- **AMBITION 10** - Barnsley has a high performing integrated transport system
- **AMBITION 11** - Promote Barnsley, at home and abroad, as a great place to live, work and visit

6.2.15 The Strategy acknowledges that achieving the 21st century market town vision and successful and sustainable economic growth relies heavily upon the health, education and skills of its community.

6.2.16 The proposed development will clean up an existing brownfield site avoiding the potential for a large portion to be left derelict once the gas storage tank is decommissioned. It will deliver a sustainable new development which promotes safe access to the site and reduces the potential for antisocial behaviour. It delivers economic growth,

employment and training opportunities to the local area and increases competition to the benefit of all and provides improved access to the waterfront and wider greenbelt promoting health benefits. As such it will aid in the achievement of most of the ambitions and the wider vision as identified.

ASSESSMENT METHODOLOGY AND SIGNIFICANCE CRITERIA

Scope of the Assessment

6.2.17 The assessment initially sets the baseline conditions for Barnsley. This baseline assessment includes general population characteristics, however, employment has been identified as receptors most affected by the proposed development.

Extent of the Study Area

6.2.18 The proposed development, for a large scale foodstore and associated servicing and parking, Petrol Filling Station, two non-food retail units and landscaping including the creation of a waterfront park, has the potential to impact on the whole population of Barnsley. As such the study area has not been limited and takes account of borough wide population statistics.

6.2.19 However, in some cases the impact on human receptors is more localised i.e. noise pollution where impact is limited to those residents adjoining the site. In such cases the study area has been reduced to reflect this. For detailed explanation and justification of more localised study areas, refer to the relevant technical chapters.

Consultation

6.2.20 The following organisation has been consulted to inform the preparation of this section of the Environmental statement.

• Barnsley Metropolitan Borough Council (BMBC)

Method of Baseline Data Collation

Desk Study

Sources of Information

6.2 Sources of Information used in this assessment include:

- Barnsley Unitary Development Plan – December 2000
- Barnsley Core Strategy: - 2011
- Barnsley Town Centre Retail Capacity Update – March 2011
- Retail Study – 2007
- Employment Land Review - 2010
- LDF Annual Monitoring Report – 2005/06 – 2009/10
- Barnsley In Depth Children's Report – 2006
- Index of Multiple Deprivation (IMD) – 2004 & 2007
- Joint Strategic Need Assessment - 2009
- Yorkshire Forward; Economic Briefing – 2009
- Pay Check Data – January 2010
- Evaluation of Enterprising Yorkshire - 2010;
- Office for National Statistics

Significance Criteria

6.2.21 The assessment of potential effects as a result of the Proposed Development has taken into account both the construction and operational phases. The significance level attributed to each effect has been assessed based on the magnitude of change due to the Proposed Development and the sensitivity of the affected receptor/receiving environment to change, as well as a number of other factors that are outlined in more detail in **Chapter 2 - Approach.** Magnitude of change and the sensitivity of the affected receptor/receiving environment are both assessed on a scale of high, medium, low and negligible (as shown in **Chapter 2 - Approach**).

Impact Significance

6.2.22 The following terms have been used to define the significance of the effects identified:

- **Major effect**: where the Proposed Development could be expected to have a very significant effect (either positive or negative) on the local population;
- **Moderate effect**: where the Proposed Development could be expected to have a noticeable effect (either positive or negative) on the local population;
- **Minor effect**: where the Proposed Development could be expected to result in a small, barely noticeable effect (either positive or negative) on the local population; and
- **Negligible**: where no discernible effect is expected as a result of the Proposed Development on the local population.

6.3 BASELINE CONDITIONS

Population

6.3.1 The population of Barnsley has increased from 218,100 to 225,200 (2001-2008), equating to an increase of 3.2% over 7 years. This is slightly less than both the England growth of 4.1% and Yorkshire and Humber rate of 4.8%. (Office of National Statistics (ONS), 2010)

6.3.2 While the overall population in Barnsley increased (2001-2008), there has been a fall in the number of under 16 year olds (-3.6%) this is offset by increases in the working age population (16-59/64 year olds) - up by 4.1% and people aged 60/65 plus - up by 7.5%.

6.3.3 The population of Barnsley is projected to increase by 16.2% between 2006 and 2029: slightly lower than the regional (21.2%) and national projections (17.7%). (ONS, 2010)

6.3.4 The sensitivity of this receptor is identified as negligible.

Age structure

6.3.5 The Borough's population is 49% male and 51% female, this gender split is in line with regional and national trends. The average age of the Barnsley population is 38, similar to the regional average however its population structure is "top heavy" with a higher proportion of middle aged people and fewer younger people. (Yorkshire Forward - Economic Briefing, 2009)

6.3.6 The largest age category for the population of Barnsley is between the ages of 40-44 where 8.1% of the population fall. The local authority has a noticeably smaller proportion of persons aged 25-29 which accounts for only 5.4% of the total population. The percentage of people of working age is 66.07%

6.3.7 The sensitivity of this receptor is identified as negligible.

Education and Training

6.3.8 Barnsley's GCSE attainment has improved at a lower rate than the national average; in 2006 89.2% of pupils gained at least 5 GCSEs at pass grade A*-G, this is an increase of 1.5% from the previous year, however still falls short of the national average of 90.6%. The number of students gaining 5 or more A*-C were gained by 49.8% of pupils an increase of 3.9% which again is a significant improvement, however still much lower than the national average of 59%. (Barnsley in Depth Children's Report, 2006)

6.3.9 Information from the education database 'PLASC' shows that in 2005/6 there were 219 students from Barnsley who were aged 16-19 who were studying in school sixth forms. This has decreased by 9.5% since 2002. There is only one school in Barnsley which has a sixth form; therefore young people tend to extend their learning at

nearby colleges or cross the Local Authority border: as of January 2006 there were 228 students who live in Barnsley but go to sixth forms in other local authority areas (up by 9.5% on 2002 figures). (Barnsley in Depth Children's Report, 2006).

6.3.10 The Barnsley in Depth Children's Report (2006) shows a total of 5,073 young people were registered as participating at Further Education Colleges on 31st August 2005. This had fallen to 3,617 by January 2006 which means that 1,456 young people from Barnsley had dropped out or had completed their courses.

6.3.11 Barnsley has lower levels of qualification than the Yorkshire and Humber average at all NVQ levels, and a higher proportion with no qualification. 17% of the working age population has no qualification in Barnsley compared with 15% across the region.

6.3.12 The sensitivity of this receptor is identified as negligible.

Index of multiple deprivation (IMD)

6.3.13 Barnsley is ranked 43rd most deprived local authority by IMD (2007) Rank of Average Score. It was 28th according to IMD (2004), (Joint Strategic Need Assessment, 2010). This change is evidence that there have been some positive changes in the last three years in Barnsley, although the Borough is still disadvantaged. The extent measure indicates the proportion of a district's population living in the most deprived LSOAs in the country.

6.3.14 The sensitivity of this receptor is identified as minor.

Economic Activity

6.3.15 The Joint Strategic Needs Assessment (JSNA) (2010) shows that in 2007, Barnsley's economic activity rate was 75.1% (3.5% below that of the England rate). It was at a slightly higher level in 2007 than in 2000 (up 0.7%). While it has fluctuated slightly over this period, the overall trend has been very slightly upwards in line with the England rate.

6.3.16 The Economic Inactivity Rate of 24.6% was slightly lower in 2007 than in 2000 (down by 0.7%). After recent increases since 2004, Barnsley's rate has fallen again - although whether this is a trend remains to be seen. The gap between the Barnsley and national rates has narrowed slightly from +4.2% in 2000 to +3.5% in 2007. (JSNA, 2010).

6.3.17 The number of people employed in Barnsley is estimated at 74,100, (including workers that are resident's outside of the Borough). Barnsley is a net exporter of employees rather than a net importer. This is unsurprising considering the two larger centres of Sheffield and Leeds nearby. The net outflow in 2003 is estimated to be 14,500. (Evaluation of Enterprising Yorkshire, 2010)

6.3.18 The 2001 Census shows that approximately 20 per cent of jobs in Barnsley are presently filled by in commuters to the Borough.

6.3.19 Yorkshire Forward Economic Briefing (2009) shows Barnsley has an employment rate of 70.6% placing it 19th of the Regions LADs. Barnsley's employment rate is below the Yorkshire and Humber average of 73.3%.

6.3.20 Barnsley's 2009 working age population was 138,700 and the number of residents in employment is 93,000, which is equivalent to an employment rate of 66.8%. This is relatively low when compared to an employment rate of 72.4% for the region and 73.7% for the UK.

6.3.21 Employment in the area is heavily dependent on Public Administration, Education and Health with a high proportion of employment in manufacturing and a low proportion in Banking Finance and Insurance relative to the regional average.

6.3.22 Barnsley has an unemployment rate of 5.9% which places it 6th highest in the Yorkshire and Humber region. Barnsley's employment rate is 0.3% higher than the regional average of 5.6%. (Yorkshire Forward - Economic Briefing, 2009)

6.3.23 Barnsley has a claimant rate of 4.5% which places it 4th highest in the Yorkshire and Humber region. Barnsley's claimant rate is 0.6% higher than the regional average of 3.9%.

6.3.24 Yorkshire Forwards Economic Briefing (2009) shows the percentage of working age people claiming state benefit has fallen from 21.7% to 21.2%. A significant gap still exists between benefit rates locally and nationally with

only 14.7% claiming across the whole of Great Britain in May 2009, however this gap is smaller than in May 2000 when the gap stood at 8.4 percentage points compared to 6.5 in 2009.

6.3.25 The sensitivity of this receptor is identified as moderate.

Average Income

6.3.26 According to the latest CACI Pay Check data (January 2010), Barnsley had a mean household income of £30,300 (down by £400 on 2009) and a median value of £26,100 (down by £2,200). For Yorkshire & the Humber the figures were £32,400 (mean) and £24,100 (median) and for Great Britain £35,300 (mean) and £28,400 (median).

6.3.27 Gross hourly pay for full time workers is £10.88 in Barnsley. This places the region 13th of the LADs and slightly below the Yorkshire and Humber average of £10.95 per hour.

6.3.28 Gross hourly pay for part time workers in Barnsley is £6.70. This places the region 18th of the LADs and is below the Yorkshire and Humber average of £6.98 per hour.

6.3.29 The sensitivity of this receptor is identified as moderate.

Access to Transport

6.3.30 The Joint Strategic Needs Assessment Technical Document (2010) suggests there were a total of 89,530 cars available to households in the Borough at the time of the 2001 Census. 43.9% of households had access to 1 car or van (0.2% higher than England average) and 24% of households had access to 2 or more cars or vans (5.5% lower than the England average). 32.2% of households across Barnsley had no access to a car or van (5.4% lower than England average).

6.3.31 The sensitivity of this receptor is identified as minor.

Health

6.3.32 The IMD shows that a third of the Barnsley population live in the worst 10% of areas in England in terms of health deprivation and disability scores. The Joint Strategic Needs Assessment (JSNA, 2010) estimates that 28.5% of adults in Barnsley are obese, which is significantly higher than the national average of 23.6%, the JSNA also states that 20% of Year 6 children in Barnsley are obese. Obesity has been linked with Coronary Heart Disease (CHD), in Barnsley the recorded prevalence of CHD was 5.1% in 2009/10, this is 1% higher than Yorkshire & Humber and 1.7% higher than England.

6.3.33 Low life expectancy has been linked with unhealthy lifestyles, amongst other things; Barnsley's life expectancy is lower than the England average being 1.9 years lower for men and 2.2 for women. These figures could be a result of only 19% of the Barnsley adult population regularly taking part in sport and active recreation; this is lower than the Yorkshire and Humber figure of 20.1% and the national figure of 21% (JSNA, 2010). These figures show that the residents of Barnsley would benefit significantly from increased exercise and access to open space.

6.3.34 The sensitivity of this receptor is identified as medium.

Green Space

6.3.35 Barnsley's vision for green space is provided in the Green Space Strategy as being to 'provide, manage and maintain a green environment that improves everyone's quality of life by making sure that the importance of green space is at the heart of our main decisions.'

6.3.36 Barnsley's aim is to not only protect and improve existing green spaces but create new ones, this is to be achieved through the development of greenways which will link together green spaces, whilst also improving the street scene. The existing green spaces need to be fully utilised and Barnsley Council is actively seeking ways to encourage use, whilst still providing high quality green space.

6.3.37 A number of key environmental, social and economic benefits are identified as being derived from access to quality green space. These include:

- Improvements to the appearance of built-up areas and giving a high-quality setting for buildings.
- Help to absorb pollution.
- Give people a place where they can take part in leisure and recreation.

- Benefits to physical and mental health.
- Improve urban areas by creating a place that is attractive to businesses.
- Create favourable images of the area.
- Compliment new developments.

6.3.38 The ways of assessing whether an area has sufficient green space are outlined within the Green Space Strategy along with guidelines for the maximum distance each local area should be from green space. The strategy outlines local standards and shows aspirations for local parks and open spaces to comply with Green Flag standard.

6.3.39 The site is located in Central Ward close to boundaries with the Old Town and Monk Town wards. All these wards are identified as having an under provision of green space with a lack of greenways identified as a specific deficiency.

6.3.40 The sensitivity of this receptor is identified as negligible due to the existing poor quality and accessibility of the space.

Future Baseline

6.3.41 Existing trends identified are likely to continue. Exceptions include Educational Attainment which should be positively impacted by the recent College redevelopment and employment patterns which are likely to be negatively affected by public spending cuts given the reliance on public sector employment across the area.

6.4 ASSESSMENT OF IMPACTS, MITIGATION AND RESIDUAL EFFECTS

6.4.1 The following provides an assessment of the impacts, mitigation and residual effects of the proposed at both the construction and operational phases of the development. Not all receptors are impacted on at all stages. Further, environmental impacts on the population are excluded as these have been covered in the relevant technical chapters of the ES.

Site Preparation, Demolition, Earthworks and Construction Phase

Economic Activity

6.4.2 During the construction phase of the development the proposed has the potential to provide economic benefits both directly in the form of construction / building work and indirectly through the provision of supporting services and / or spend generated by the site and employees i.e. building suppliers, local sandwich shops etc.

Mitigation

6.4.3 No contractor has been instructed on site at the time of assessment. However, the applicant, Peel Holdings Ltd is very committed to utilising local sub-contractors and wherever possible employees and supplies will be sourced locally, ensuring the maximum positive impact on the local economy.

Residual Effects

6.4.4 The sensitivity of Economic Activity is moderate and the magnitude of change, following mitigation, is medium. Therefore, there is likely to be a direct effect on the economy of moderate positive significance following the implementation of mitigation measures.

Education and Training

6.4.5 During the construction phase there will be opportunities for employees to obtain new skills and / or training. This has the potential to benefit local education and training levels as local people, employed on site, up skill.

Mitigation

6.4.6 Wherever possible local people will be employed on site and training initiatives will be provided to up skill the local workforce.

6.4.7 During construction, links with the local college and students learning relevant skills will be encouraged.

Residual Effects

6.4.8 The sensitivity of education and training is negligible and the magnitude of change, following mitigation, is medium. Therefore, there is likely to be a direct effect on the education of moderate positive significance following the implementation of mitigation measures.

Health

6.4.9 During the construction phase there will be a number of environmental impacts which have the potential to impact on human health. These are dealt with in detail in the following chapters: Noise and Vibration, Air Quality and Dust and Ground Conditions and Groundwater. In addition, the site itself will be potentially hazardous with implications for local health and safety.

Mitigation

6.4.10 During the construction period the site will comply with health and safety regulations as required by Health and Safety at Work etc. Act 1974, the Construction (Design and Management) Regulations 2007 and the associate Code of Practice. This will include limiting access on site to construction traffic and personnel, with all visitors directed to the site office. The site will be secured outside construction hours and security provided to ensure against trespassers.

6.4.11 Mitigation as required to minimise the impact on health from environmental impacts are identified in the ES and more information regarding these impacts and the mitigation proposed is included in the relevant technical chapter.

Residual Effects

6.4.12 The sensitivity of health is moderate and the magnitude of change, following mitigation, is low. Therefore, there is likely to be a direct effect on health of negligible negative significance following the implementation of mitigation measures.

Green Space

6.4.13 During the construction phase access to the green space on site and adjacent to the River Dearne will be restricted for health and safety reasons.

Mitigation

6.4.14 Impacts of this restricted access will be limited by the existing poor accessibility and low aesthetics of the site. Any additional restrictions on access will be limited to the minimum required to ensure health and safety.

Residual Effects

6.4.15 The sensitivity of green space is negligible and the magnitude of change, following mitigation, is low. Therefore, there is likely to be a direct effect on the green space of minor negative significance following the implementation of mitigation measures.

Operational Phase

Population Impact

6.4.16 The proposed regeneration of an under utilised site and provision of employment opportunities, leisure facilities and new retail development will raise the profile of Barnsley. This is particularly relevant given the gateway location of the development.

6.4.17 Any increase in population as a result of this raised profile is unlikely to have a significant impact upon the demographics of Barnsley as a whole. However, the proposals will improve perceptions of this part of Barnsley, providing employment opportunities, increased choice in retail spending, reducing social exclusion through improved access to goods, services and green space and acting as a catalyst for future development in the surrounding area.

Mitigation

6.4.18 None required.

Residual Effects

6.4.19 The sensitivity of population is negligible and the magnitude of change, following mitigation, is low. Therefore, there is likely to be a direct effect on the population of low negative significance following the implementation of mitigation measures.

Age Structure

6.4.20 Barnsley has an aging population with the largest proportion of residents falling within the 40-44 age bracket and a noticeably small proportion of 25-29 year olds. This trend for an aging population has implications on resources across the borough and could lead to a falling population in the long term.

6.4.21 The proposed represents a significant investment in the town, generating employment and confidence in the area which in turn has the potential to attract in migration.

Mitigation

6.4.22 None Required.

Residual Effects

6.4.23 The sensitivity of Age Structure is negligible and the magnitude of change, following mitigation, is low. Therefore, there is likely to be a direct effect on the Age Structure of negligible positive significance post development.

Impact on the Economic Activity

6.4.24 The proposals will benefit the local and regional economy through providing direct employment opportunities. Further, the regeneration of this site and scale of investment proposed by Peel will inspire confidence in the area. This will raise the profile of Barnsley encouraging further investment.

6.4.25 The proposed will also generate indirect employment opportunities. The rise in consumer awareness of the benefits of buying local has forced many of the large scale supermarket operators to stock local produce. This is to the benefit of smaller local producers. In addition, local services and businesses in the wider area will benefit from the increased spending that results from increased employment.

Mitigation

6.4.26 None required.

Residual Effects

6.4.27 The sensitivity of Economic Activity is moderate and the magnitude of change, following mitigation, is medium. Therefore, there is likely to be a direct effect on economic activity of moderate negative significance following the implementation of mitigation measures.

Education and Training

6.4.28 The proposed will create both direct and indirect employment opportunities through which employees will be able to access training both formally through employer sponsored programmes and training schemes and informally through job based training.

Mitigation

6.4.29 An operator for the store has not been identified and as such it is not possible to implement mitigation measure to ensure access to employment and training. However, it is very likely that any operator will employ the majority of employees from the local area and encourage internal training and advancement.

Residual Effects

6.4.30 The sensitivity of education and training is negligible and the magnitude of change, following mitigation, is medium. Therefore, there is likely to be a direct effect on the education of moderate positive significance following the implementation of mitigation measures.

Impact on Health

6.4.31 The proposal will provide a high quality new green space in a key location, linking existing green corridors along the Dearne Valley and opening up access to the River Dearne. This will be of benefit to all, particularly local residents and offers opportunities to increase physical activity and the associated health benefits.

Mitigation

6.4.32 Negotiations with the Land Trust and partners are ongoing and will ensure the future maintenance and accessibility of the green space as a community asset.

Residual Effects

6.4.33 The sensitivity of health is moderate and the magnitude of change, following mitigation, is medium. Therefore, there is likely to be a direct effect on the health of moderate positive significance following the implementation of mitigation measures.

Green Space

6.4.34 Once the proposed is operational access to the Riverside Park will be re-opened. This improved area of green space will be appropriately landscaped to fit with its location between two existing areas of greenbelt and access to the park and River Dearne Greenway will be substantially improved.

Mitigation

6.4.35 Negotiations with the Land Trust and partners are ongoing and will ensure the future maintenance and accessibility of the green space as a community asset.

Residual Effects

6.4.36 The sensitivity of green space is negligible and the magnitude of change, following mitigation, is medium. Therefore, there is likely to be a direct effect on the green space of moderate positive significance following the implementation of mitigation measures.

Index of Multiple Deprivation (IMD)

6.4.37 Barnsley has seen positive moves through the index of multiple deprivation. This trend is likely to continue as recent investment in education pays off. However, the impact of spending cuts on the proportion of population working in the public sector will have a negative impact and the attraction of other employers (such as the proposed development) to the town will support a continuing positive trend in this difficult economic climate.

Mitigation

6.4.38 An operator for the store has not been identified and as such it is not possible to implement mitigation measures to ensure access to employment. However, it is very likely that any operator will employ the majority of employees from the local area.

Residual Effects

6.4.39 The sensitivity of IMD is negligible and the magnitude of change, following mitigation, is medium. Therefore, there is likely to be a direct effect on the IMD of moderate positive significance following the implementation of mitigation measures.

Average Income

6.4.40 Average incomes across Barnsley are low compared to the regional and national average. Incomes have fallen in the last year, likely related to the recent economic climate. The proposed will provide 300 plus (FTE) jobs across the income brackets with opportunities to access lower paid, low skilled work as well as higher paid, skilled employment. In addition, training opportunities will enable some staff to up-skill and raise their incomes.

Mitigation

6.4.41 An operator for the store has not been identified and as such it is not possible to implement mitigation measures to ensure access to jobs and training. However, it is very likely that any operator will employ the majority of employees from the local area and provide internal training programmes.

Residual Effects

6.4.42 The sensitivity of Average Incomes is negligible and the magnitude of change, following mitigation, is low. Therefore, there is likely to be a direct effect on the incomes of negligible positive significance following the implementation of mitigation measures.

Access to Transport

6.4.43 Access to a car or van is high across Barnsley compared to the national average, suggesting high mobility across the borough. Access to 2 or more cars is lower than the national average, which is reflective of the lower incomes in the area. The proposed will provide 300 plus (FTE) jobs increasing employment and indirectly impacting on residents ability to access transport.

6.4.44 In addition, measures proposed in the TP promote access to public transport and cycling.

Mitigation

6.4.45 Measures specified in the TP will promote access to public transport and cycling.

Residual Effects

6.4.46 The sensitivity of Access to Transport is negligible and the magnitude of change, following mitigation, is medium. Therefore, there is likely to be a direct effect on the access to transport of minor positive significance following the implementation of mitigation measures.

Environmental Impacts on Humans

6.4.47 The following table summarises the environmental impacts on humans. Further detail on these impacts, mitigation measures and residual impacts can be found in the relevant technical chapters.

Chapter	Impact on humans
Transport and Access (Section 7)	There may be some increased risk to highway safety as a result of the finished development. However, these will be mitigated through appropriate highway improvements and the adoption of a travel plan to reduce reliance on the motor car. There will be a long term positive impact on residents of Twibell Street resulting from the new access to the site. There will be a positive impact on pedestrians and cyclists.
Air Quality (Section 8)	Impact relating to dust emitted through construction activity, will be mitigated against to ensure its impact is limited. Emissions from increased traffic to and from the site during construction, and once operational, will impact on air quality for residents, although these will be mitigated against through a Green Travel Plan.
Noise and Vibration (Section 9)	There will be a short term impact on local residents as a result of noise and vibration from construction work and traffic. Long term noise impacts are likely to be associated with increased traffic and potentially from servicing and plant associated with the operation of the site. All these impacts can and will be mitigated against both during construction and once operational.
Ground Conditions and Contamination (Section 10)	Potential risk to local residents and construction workers from contaminated land during construction phase. Good site practices will set out within the Construction Environmental Management Plan (CEMP). This will protect future site users and maintenance workers from potentially contaminated soil and groundwater.
Drainage, Flooding and Water Resource (Section 11)	Increase in risk of surface and ground water, and drainage flooding on construction workers and construction activities. These impacts can and will be mitigated against during construction. Residual flood risk from extreme storm events will exist even after mitigation.

Landscape and Visual Analysis (Section 14)	The landscape and visual effects of the development will be significant and of beneficial nature. However, there will be some short term negative visual impacts arising from construction machinery and materials, although these can be mitigated against.
Lighting (Section 15)	There may be additional glare created as a result of the development however this can be designed to minimise the spread of light to sensitive windows and the proposals will have a positive impact in terms of improving the visibility of the access routes through the area.

Monitoring and Follow Up

6.4.48 Barnsley Metropolitan Borough Council routinely monitor demographical changes across the borough. These are published annually in an Annual Monitoring Report. This will allow the Council to monitor general trends and identify where investment has had a positive impact.

6.4.49 Access to transport will be monitored annually through the TP framework and where deficiencies are identified new measures will be proposed. The emphasis here will be on promoting sustainable transport, rather then car ownership.

6.4.50 Finally, environmental impacts on humans will be monitored throughout the development and, where required, once the development is operations. This will be carried out utilising measures outlined in the relevant chapters of the ES. Where mitigation measures are found to be failing to sufficiently address negative impacts new or amended measures will be identified and out in place.

Limitations and Assumptions

6.4.51 As the proposed development is in outline, sufficient information regarding the construction and operation of the site is not available. Consequently it has not been possible to accurately determine impacts on humans and a number of assumptions have been made.

6.4.52 It is considered that for both phases of the development, worst case or relatively worst case assumptions have been made.

Cumulative Effects

6.4.53 With regards to residual environmental impacts on humans, these are covered in detail in the relevant environmental chapters of the ES. In addition, the Cumulative Impacts Section (section 16) summarises all residual impacts, after mitigation.

Summary

6.4.54 Table 6.1 below provides a summary of the key impacts set out above and accordance with legislation and planning policy.

Table 6.1: Summary of Effects Table for Human Impacts

Description of Likely Significant Effects	Significance of Effects					Summary of Mitigation / Enhancement Measures	Significance of Residual Effects					Relevant Policy	Community Strategy Ambition
	(Major, Moderate, Minor, Negligible)	Positive / Negative	(P/T)	(D/I)	ST/MT/LT)		(Major, Moderate, Minor, Negligible)	Positive / Negative	(P/T)	(D/I)	ST/MT/LT)		
Site Preparation, Demolition, Earthworks and Construction Phase													
Economic Activity	Moderate	Positive	T	D & I	ST	▫ Commitment to using local contractors where possible.	Moderate	Positive	T	D & I	ST	NPPF & CSP8	8,9 & 11
Education and Training	Negligible	Positive	T	D & I	ST	▫ Commitment to employing local contractors where possible. ▫ Potential to explore links with local construction training schemes.	Moderate	Positive	T	D & I	ST	NPPF	7,8,9 & 11
Health	Moderate	Negative	T	D	ST	▫ On site health and safety regulations in force. ▫ Mitigation to reduce environmental impacts as per relevant chapters.	Negligible	Negative	T	D	ST	NPPF, CSP33 & CSP35	5 & 6
Green Space	Negligible	Negative	T	D	ST	▫ Access restrictions in place will be kept to the minimum	Minor	Negative	T	D	ST	NPPF, CSP29, CSP33 & CSP35	1,5 & 6

						necessary for Health and Safety.							
Operational Phase													
Population	Negligible	Positive	P	I	LT	▫ N/A	Minor	Positive	P	D	LT	NPPF & CSP8	11
Age Structure	Negligible	Positive	P	I	LT	▫ N/A	Negligible	Positive	P	I	LT	NPPF	7 & 11
Economic Activity	Moderate	Positive	P	D & I	LT	▫ Employment opportunities open to local residents.	Moderate	Positive	P	D & I	LT	NPPF & CSP8	8, 9 & 11
Education and Training	Negligible	Positive	P	D	LT	▫ Retail operator committed to internal training.	Moderate	Positive	P	D	LT	NPPF	7, 8, 9 & 11
Retail Spend Patterns	Moderate	Positive	P	D	LT	▫ Increased competition reducing prices.	Moderate	Positive	P	D	LT	NPPF	9 & 11
Health	Moderate	Positive	P	D	LT	▫ Negotiations are ongoing to ensure future maintenance and public accessibility of the green space.	Moderate	Positive	P	D	LT	CSP33 & CSP35	5 & 6
Green Space	Negligible	Positive	P	D	LT	▫ Negotiations are ongoing to ensure future maintenance and public accessibility of the green space.	Moderate	Positive	P	D	LT	NPPF, CSP29, CSP33 & CSP35	1, 5, 6 & 11
IMD	Negligible	Positive	P	D	LT	▫ Employment opportunities open to local residents	Moderate	Positive	P	D	LT	NPPF	8, 9 & 11
Average Income	Negligible	Positive	P	D	LT	▫ Employment opportunities open to local	Negligible	Positive	P	D	LT	PPS1 & CSP8	8, 9 & 11

						residents. ▫ Retail operator committed to internal training.							
Access to Transport	Negligible	Positive	P	D	LT	▫ Measures proposed in the Travel Plan will promote access to public transport.	Minor	Positive	P	D	LT	CSP25	10

Key to table: P/T = Permanent or Temporary, D/I = Direct or Indirect, ST/MT/LT = Short Term, Medium Term or Long Term, N/A = Not Applicable

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