### Key Issues

The Rossington Urban Extension site included a series of environmental issues which were addressed by the team through the design process. In doing so the team were able to identify appropriate mitigation within the masterplan as well as take account of the complex phasing strategy for the site going forward.

This case study will focus on elements of the ES Coordination role, a part of which ensured that the complex programme of phasing and identified mitigation measures could be delivered without creating additional environmental issues / risks. Due to a series of recent and proposed developments taking place within the area, several other cumulative impacts were also required to be assessed and understood by the team.

The following sites were identified as necessary to be considered from a cumulative perspective:

- The Finningley and Rossington Regeneration Route Scheme (FARRRS) Road (FARRRS Link Road goes through the site)
- The Inland Port (employment proposal to west - adjacent)
- RecyCoal – Coal Recovery Scheme (on site scheme)

In addition, within their scoping response DMBC Ecology identified that the following sites should also be considered in terms of cumulative impacts on species and sites:

- Manor Farm Housing Scheme
- Carr Lodge Farm Housing Scheme

### Purpose of the project

Spawforths, on behalf of Harworth Estates, coordinated, prepared and submitted a hybrid planning application which included part outline and part detailed application proposals. The proposals responded to the strategic positioning of the site adjacent to the FARRRSs and the Inland Port and also to address DMBC’s Core Strategy which required 1,200 new homes within Rossington across the plan period.

### Description of the project

The proposal was for the erection of a residential-led mixed use development including up to 1,200 residential units (C3), a convenience food store - 2200m² (A1), a community building – 1,000m² (D1), a hotel – 2,000m² (C1), a public house / restaurant - 810m² (A3), a petrol filling station (Sui Generis) and ancillary shop (up to 295m² retail) (A1) - 1110m², a fast food restaurant - 500m² (A5), a primary school - 1800m² (D1), a pumping station, recreational open space, internal access routes, ground modelling and drainage works, parking provision, footpaths, cycle routes and associated works including access, landscaping and layout details.

The site is some 49 ha (121 acres) in extent, is in single ownership by UK COAL (Mining Ltd) and is largely brownfield in nature with some parts of the site being revegetated following the closure of the site, though this vegetation is of a poor quality and rooted in coal spoil in many cases. A small section to the north is Green Belt.
Lessons learnt

**Early Engagement** - Due to the positioning of the FARRRs and FARRRs link road through the site early engagement with the Council’s Highways consultant team was essential to the success of the project. Both teams agreed to share information to ensure both schemes were developed to take account of any identified issues. Early and on-going engagement was also undertaken by all members of the consultant team with relevant statutory consultees as required. This enabled identified issues to be appropriately mitigated against as part of the process. Information between the team was shared to ensure proposals would not conflict with other technical or design matters. The wider team also undertook early engagement with residents within Rossington to understand how the scheme might impact the local community. This information was shared with the team and taken on board throughout the design process.

**Project Management, Meetings and Basecamp** - Early and Regular ES meetings and the use of basecamp on the project allowed for the easy sharing of information between the team. Basecamp assisted in close team working and all members of the team always having the latest updated information. This tool enabled the early identification of any issues or conflict between technical areas.

**Phasing** was key to the successful delivery of the project. The team not only had to consider the phasing of this project but also the timescales for the FARRRs and RecyCoal. RecyCoal had secured planning permission for a coal recovery program on part of the site over a five year period which includes six months commissioning and decommissioning periods. The environmental assessment therefore had to consider the impacts of this scheme.

**Lessons learnt cont.** -

The consideration of cumulative effects can often be considered too late in the process. The early identification and agreement of cumulative effects during the scoping process with the LPA allowed the team to assess these proposals as part of the overall assessment. This then allowed the masterplan to be designed to take account of these issues without the need for later mitigation. This included close working with the council’s highways consultants regarding the FARRRS link road and access points onto the Link Road as well as discussions with RecyCoal in relation to their coal recycling process.

Project management and coordination of the ES using specific management tools such as basecamp (web based project management / collaboration tool) and regular dialogue with the team ensured that all information regarding the project was shared with all team members resulting in a more robust scheme being developed. This also ensured environmental issues were addressed and appropriately mitigated early in the process.

Spawforths have gained approval in principle for the redevelopment of Rossington Colliery with a major mixed use development scheme. The development proposals will bring a currently vacant and underused site back into use. It will also bring much needed regeneration benefits to the former colliery settlement and the wider area, including helping to facilitate the new FARRRS link road to the airport and Rossington.

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