

- 1. Following up from yesterday's meeting can I please again urge anyone investigating the impact of an increase in traffic to the site consider the influence on the surrounding communities including Middlecliffe, Little Houghton and Billingley and not just the main A635 Doncaster Road.**

*It can be confirmed that any future planning application on the site will require a new Transport Assessment with traffic survey data which will need to be agreed with Council Highways Development Control Officers as part of the planning process. The assessment will consider a study area which is defined by the amount of traffic from the development. Junctions that experience an additional 30 or more two-way trips in a peak hour, generated by the development will be included for detailed operational assessment. If junctions within Middlecliffe, Little Houghton and Billingley reach this threshold, these will be included in the assessment.*

- 2. Given the current restrictions on public engagement during COVID-19 may I suggest promotion of this Masterplan consultation takes place at the following locations to maximise potential resident engagement. Goldthorpe Aldi, Cathill Garage, Middlecliffe Village Shop, Great Houghton Post Office (within a shop) and both Billingley and Little Houghton Parish Council noticeboards as these may be places that residents still use during the current Covid-19 restrictions.**

*Site notices have been placed around the site, including Billingley Parish Council noticeboard. It is not always possible to place in shops but this will be looked into and where possible further notices are to be provided.*

- 3. Not a highways question but can you say what you mean by a green roof**

A green roof is a building with grasses or vegetation on the roof which is allowed to grown. We wish to support the progression of this initiative.

- 4. Given the obvious link to the M1 at Junction 36 and The A1 at Marr one suspects one of the 'selling' points to potential developers of this site would be the ease of access to the national road network for lorries. Will there be any consideration for rest areas to serve the needs of high-volume HGV traffic mandated by law to take a break? The surrounding road network has several laybys, but these are totally inadequate, leading to drivers having to use hedgerows as toilets and the associated litter?**

**I suggest those constructing this Masterplan visit the three laybys on Park Spring Road, between Rotherham Road Roundabout and Grimethorpe to**

**experience for themselves the almost mediaeval attitude to human waste management that HGV drivers are forced to experience in Barnsley.**

*As part of any development proposal being put forward, parking and associated servicing requirements will be considered in detail as part of the planning process. However, level of HGV's associated with the site will be dependent on the type of development that comes forward. The assumption in the question is that the development will mainly consist of Warehousing with significant amounts of HGV traffic associated with its use. However, if there are deficiencies on the wider network in terms of laybys and rest areas that will be considered, perhaps not as part of this process but something that can be considered for the future.*

- 5. It seems fairly obvious that traffic from the north will choose to use Billingley as a rat-run, to avoid the chicanes in Middlecliff and the two roundabouts. What plans are there(if any) to mitigate the effects on the village?**

*The Transport Assessments required for future planning applications will include trip generation and distribution that needs to be agreed with the Council and any junctions within Billingley that experience an additional 30 or more two-way trips generated by the development in a peak hour will be included within the assessment. In addition, there will be an additional safeguard in that a construction traffic management plan / construction method statement will be conditioned as part of any future planning approval being given to development on the site, in order to ensure that traffic is routed on the most suitable route and that adherence to the plan is maintained throughout the construction period.*

- 6. Can you say why the existing roundabout at Dudley drive can't be used given there is already a proposed bridge over the dyke?**

*The proposed roundabout from the A635 is the preferred access. The proposed access roundabout would be sited in the most optimum position, sitting equidistant from both Hollygrove roundabout and the junction of Billingley Green Lane. The traffic assessments support the choice of a normal roundabout with additional approach lanes to serve the development site. Topography has had a significant impact on the choice of location as the site is suitable both horizontally and vertically.*

- 7. It isn't a good time to do a travel assessment during a pandemic - it won't reflect actual traffic in the future, when will the assessment take place?**

*The Transport Assessment will be undertaken and submitted by developers with relevant survey data at some point in the future in support of planning applications. When that is likely to be is unknown at the present time however if restrictions are still in place at that point in time an methodology will need be agreed with the Council in order to provide an uplift to surveyed traffic flows to account for any such reduction in*

*flow. This can be done by the use of an "uplift" factor determined by pre and post Covid traffic levels at the same location on the network.*

- 8. Thanks for the response. The issue I have is that a traffic assessment in Middlecliffe took place in November 2020 and there is one currently in Billingley, a period of reduced traffic flows due to Covid 19 and roadworks. Will the results be 'managed upward' to reflect real life traffic flows?**

*The survey was undertaken to provide a snapshot of traffic speeds and volumes. The survey showed that the chicanes can cause short queues for a very short duration but that they are effective at reducing traffic speeds. There is awareness of the impact of Covid but we had been informed that traffic flows at that time (before lockdown) were similar to 'normal' levels.*

- 9. Even given the option 3, as an extension of the current industrial park, it still comprises HGVS**

*The end users of the development are not known at this time. There could be an element of office space come forwards, which would have different traffic patterns. Planning applications will be expected to assess the impact of trip generation and provide appropriate facilities.*

- 10. What is a 30 or more 2 way trip?**

*Two way trips are the total number of vehicle movements in both (or any) direction. So 30 or more two way trips in any peak period is a minimum of 30 vehicle movements in both (or any direction).*

- 11. Has closing one of the entry roads into Billingley been considered to prevent use as a rat run? Billingley Green Lane or west Kirk lane**

*Unlikely that this would be looked at as part of the planning process as it may not be directly related and not considered as part of the masterplan framework to date. If there is a particular issue this should be something that could be taken away and directed to the traffic team.*

- 12. When considering public transport provision within the Masterplan can it be worth mentioning that concentrating simply on Doncaster Road and the direct route to Barnsley and Doncaster misses out local communities, also worthy of public transport provision. Will an analysis of the demand for public transport across the whole area (i.e Goldthorpe, Billingley and Middlecliffe/Little Houghton) be added to the Masterplan?**

*Discussion is ongoing with the Barnsley Bus Partnership to best serve the development and communities.*

**13. Has any impact on the potential route of HS2 been considered as part of this Masterplan, given that there are still rumours of Parkway style station in either Brierley/Hemsworth or Goldthorpe/Thurnscoe area? Where would that railway station be? A upgrade for the existing station?**

*The development of the site forms an integral part of the Goldthorpe Town Investment Plan bid. The masterplan will link back to the Goldthorpe Investment Plan bid. The investment plan is a strategy which pulls together a range of investments/projects that can maximise opportunities for growth, within the Goldthorpe area, but it is still subject funding approval.*

*The aim of the investment plan is for Goldthorpe to be a sustainable growth catalyst for the Dearne Valley and wider City Region, restoring, renewing and regenerating to realise the town's potential as a magnet location for a diversity of people and business. It will build the skills and capacity of the community.*

*There is a proposal for a Dearne Valley Parkway at Goldthorpe. This is subject to funding approvals, there are no other details at this stage. The masterplan will reference the Goldthorpe Town Investment Plan bid and the proposal for the Dearne Valley Parkway.*

**14. Just a comment rather than a question - it feels as though there are a few things outstanding that affect the development but aren't open enough to be able to comment on??**

*The masterplan framework is still being developed and will also form part of the wider investment strategy for Goldthorpe subject to funding approvals. The feedback we receive from the public consultation and from key stakeholders will feed into the final document.*