

- 1. Traffic to be generated from the site and 2 adjacent sites, almost 500 houses, Doncaster side of the A635 will impact. The current volume and air pollution will be triggered to increase by having more development and it is already a problem. It may increase the air problem 3 times as much, the development of the site should only go ahead when the bypass can be delivered.**

From Doncaster MBC perspective, should the development go ahead, yes probably, but there is not a practical solution. Would want the development to assist the bypass, by bringing forward development, this will be helpful for the Doncaster bypass business case. In terms of traffic generated from the site, that is subject to the planning process and relevant transport assessments, until it is known what traffic trips are generated will not know the impacts.

Barnsley MBC are asking the public, as part of the masterplan framework questions, how much development it is felt could be brought forward as part of the development in advance of a bypass.

- 2. Air Pollution:- cannot see its legal to acknowledge that poor air quality will help strengthen the bypass business case. The business case should be supported by the need for an air quality assessment. It is not alright to poison others for the benefit of the economy.**

Doncaster MBC fully sympathises, however, poor air quality on the road network does not trigger funding to mitigate air quality. The only way is to bypass it and to undertake the development, which will support the bypass business case. Air quality assessments will be required to be submitted with planning applications.

- 3. The resident in dialogue about question 2, accepts this. There is a legal duty of care, from that perspective it is difficult, due to the development. Have concerns about Hermes types development and cumulative impacts, including :- Where we are now; new homes to be built and traffic generated from this; air quality assessments**

Doncaster MBC referencing the question asked in the masterplan framework about size of development, for this to be responded to assist in directing the framework. Hermes development is a long distance away, its how much/how far you go with distance of impacts. The bypass business case will look at the whole development and undertake assessments. The development in the future will have an impact.

4. What is the likely timescale for actual development? When will more details emerge and will there be opportunity for further consultation?

This will be dependent on the end users of the site and when planning permissions are brought forward. It can be dependent on market forces. More detail will become available, with the fine details at planning application stage, during which there will be a consultation period. The masterplan framework consultation will complete on the 8th March and there will be a full review of all feedback received, drainage and energy strategy to be undertaken and working towards approval of the masterplan framework during the Summer 2021. As consultation is not a statutory requirement for the masterplan framework, there is no further consultation planned as part of this process.

5. There is clear cross consultation between Doncaster MBC and Barnsley MBC. There will be a secondary regeneration boost for Doncaster throughout the development. Why can't this be viewed as a South Yorkshire regeneration. It is not just a Barnsley issue it affects us all. Why cannot it not be elevated to a South Yorkshire regeneration project.

Planning is dealt with by each of the individual borough councils planning departments. What there is, is a duty to co-operate, Barnsley is co-operating, with Doncaster MBC being invited to the masterplan framework sessions. Also the bypass strategic business case is partly funded by Barnsley and Sheffield City Region, so it can be considered as a South Yorkshire regeneration project. The business case is the solution, as between £60 million and £100 million funding is required for the bypass. Also working with transport for the north, detailed travel assessments will need to be provided to enable the government to support the business case. This is the process and this is what is being worked through by both authorities.

6. The work of the Doncaster MBC team is fully acknowledged and the collaborative work with Barnsley MBC. We are in a catch 22. The development needs to carry on to create a good economy. It is not acceptable that cannot have interim mitigations. If cannot obtain these, will have to wait for the bypass to be delivered. What proposals do you have for mitigations until the bypass is built?

Doncaster MBC advised, there will be provision of speed cameras. When the development comes forward, Doncaster may seek further measures, it depends on what comes out of the travel assessment (s), as at the moment we don't know what type of employment will be using the site, unfortunately at the moment have no details for example about shift working, it could be minimal. It can be confirmed that Barnsley MBC are committed to continue working with Doncaster as the development progresses, when have more facts around this, it will be further progressed.

Barnsley MBC advised, unsure what will take dominance on the site, therefore trip generation may differ. Any junctions that experience 30 or more two-way trips generated by the development in a peak hour will have more assessments taken. As we do not know the mix of development and trip generation, unable, unfortunately, to be able to answer right now. The assessments will be undertaken on all traffic from the site, not just employees.

Further comment from a resident with regard to the above dialogue:- Warehousing will be the most likely option. A main water pipe has burst twice in Hickleton due to HGV's. Due to "Next" and others, it is 24/7 the amount of lorries, the noise and vibration is a lot and

significant impact. A lot of people have struggled through home working. Whilst pollution may not trigger things, HGV's and the infrastructure needs to be able to carry the HGV's.

7. **The masterplan framework details sent out promoting sustainable transport and Goldthorpe station, it is a 25 minute walk. There are 2 concerns. One is distance and numbers of services the station provides. The northern power house is looking at providing a new station, with the potential of closing Thurnscoe station. In reality, not sure how practical it is. I would like this to be made transparent as part of the masterplan framework.**

Barnsley MBC is working in partnership with the Barnsley Bus Transport/Partnership and would be looking at creating sustainable travel links. Will work with developers to ensure sustainable transport. 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.

8. **This is Barnsley's scheme. Is there a way we can mitigate. Do understand that if introduce mitigation, it can stop bypass.**

Doncaster MBC confirmed the introduction of traffic cameras.

A resident advised air quality and congestion will not be helped by this. Can weight restrictions be considered?

Doncaster MBC advised, cannot think it could be practical or realistic to put weight restrictions on, but are not de-crying this.

A resident advised, we have the ability to re-classify the road, it is a rural tiny road.

Doncaster MBC advised, if it was a major employer, would have a different view.

A resident advised, we are lay people and trying to come up with ideas. Do not hear any tangible mitigations from the local authorities.

Doncaster MBC advised, have spent £150,000 on the outline business case, the mayor and all the leaders are supportive of the bypass business case. The HGV's may go somewhere else, it is an unknown. There is a process to go through to obtain the £100 million for the scheme. Have made more progress in the last few years, than since the 1980's.

A resident advised, we are speaking about interim solutions, if travel continues to increase, it will exacerbate air pollution.

Doncaster MBC advised, if were to put in interim mitigations it will reduce the case for the bypass.

A resident advised, feels as though are stuck in the middle, as no mitigations as an interim. There is a need to continue an ongoing dialogue.

It can be advised that dialogue will continue and joint working between Doncaster MBC and Barnsley MBC will continue.