

- 1. On the transcript of previous questions there is mention of a fully segregated off road active travel link on the north boundary of ES10 – can you tell us about this ie what is it and where will it be?**

It is a footpath or pedestrian route which would follow the A635. It is part of a wider link with Goldthorpe. This is still being worked up as part of the masterplan framework. The masterplan framework sets out the principles that a developer would have to follow.

- 2. Could you explain what you mean by an active travel link?**

An active travel link is a footpath or shared surface to allow people to walk, or cycle rather than using private transport. By linking to existing and creating new routes, active travel becomes more attractive and also has health benefits. It would contribute to assisting in minimising car travel.

- 3. It's hard to be able to contribute and make comments when so much is still unknown**

The masterplan framework is a strategic document which sets out how the site can be accommodated. It does not include the level of detail of a planning application. We have consulted on the information available to date to allow us to take account of comments received by the public and key stakeholders and incorporate changes where appropriate.

- 4. I hear what you are saying and it's great to think that these comments and contributions are to be taken into account but the travel link sounds like infrastructure rather than an application issue or have I misunderstood what it is?**

We will be working with colleagues to ensure that active travel links meet existing footpaths around the site and provide safe and attractive routes through the site and beyond.

- 5. There is an aspiration for green roofs, but also previously solar panels were discussed as a desirable feature – how will these work together?**

Both green roofs and solar roofs are being explored for use within the site. The energy strategy that is being developed will explore these options in more detail and allow recommendations to be made within the final masterplan framework document. This will assist in encouraging a developer to take this forward.

- 6. The transcripts make clear that screening will be high priority and done in advance of any building work – the conservation village is on a hill, how will the screening be effective? Can you talk through what it will consist of and how it will manage the view from a higher point for example will there be digging down to some extent or 'hills' built?**

Screening will be a requirement of the masterplan framework and planning applications to screen the proposed development from existing residents around the site. Screening from

Billingley may comprise of planting and bunds. The heights of buildings will be considered and green roofs may assist.

7. So the criteria for the applications will be that it will be screened from Billingley? They would have to be very tall trees to hide it without the bunds

Planning applications will be accompanied by a Landscape and Visual Assessment which will assess the impact on a variety of receptors and viewpoints. Recommendations will be made within the assessments for screening. There would be joint working with the tree officer and biodiversity officer who would consider the approach.

8. There has been discussion of some of the biodiversity gain (and arable) being transferred elsewhere – where will that be?

Biodiversity Net Gain may be provided both on and off site, which has not been worked up currently. This will be considered as part of the masterplan framework. If it is to be provided off site it is likely that this would be in the locality of the Dearne Valley area and would work with key stakeholders to achieve this.

9. There has been reference to the negative impact of stop/start traffic – won't adding an extra roundabout just increase this further?

There will be an element of stop/start to navigate the roundabout, any new junction will have an element of this, due to access in and out of the development site. The improvements undertaken to the 3 existing roundabouts and provision of a new access to the site, will reduce the amount of standing traffic.