

- 1. What plans do you have with regards to traffic going through Hickleton? With the increase traffic from the waste recycling centre, Next distribution centre at Manvers and Aldi distribution centre this becomes a high risk bottle area for traffic and traffic accidents. Over the past year the crossroads at Hickleton/Barnbrough has seen an increase in deaths due to traffic accidents as this part of the road is horrendous for fast traffic and large lorries. When this part of the road becomes blocked the traffic can back up all the way to Cathill Round about for a good few hours.**

The highway infrastructure improvements to the 3 existing roundabouts, Cathill, Broomhill and Wath Road have taken account of the potential additional capacity required, due to site being developed out. This has included increasing the sizes of the roundabouts and widening the entrance and exit lanes.

A full transport and travel plan will be required for any planning application. This will include sustainable transport options to and from the site.

Doncaster MBC are keen to have a watching brief on the ES10 scheme. DMBC are developing a business case for a Hickleton/Marr bypass. There are dichotomies, for example why having more development, but this is what may be required to obtain approval of the business case for the bypass. From Doncaster MBC perspective, Barnsley MBC are being very inclusive about the scheme and sharing information and Doncaster MBC residents can be assured of the full involvement of Doncaster MBC with this masterplan.

- 2. Timescale for development of site. Start of development, length of development.**

Barnsley MBC are undertaking highway infrastructure improvements to the 3 existing roundabouts Cathill; Broomhill and Wath Road to assist in making the site attractive to an end commercial developer. The council is progressing the proposal to provide a new access/roundabout to the site by March 2022. At the same time the council continues to seek external funding which can support accelerating the development of the site, such as contributing to the Town Investment Plan bid, with the aim of obtaining funding to facilitate infrastructure. This would be a medium-term timeline, subject to funding.

- 3. I have a question regarding the impact of transport and traffic to neighbouring communities including Middlecliffe, Billingley and Darfield. Any potential Traffic Impact Assessment for the Masterplan should consider that this area has two 'rush hours' each morning and afternoon, with the normal peak flow being**

increased by the traffic to Barnsley's largest private employer, the XPO Logistics managed ASOS Warehouse on the edge of Little Houghton. Traffic analysis was conducted in Middlecliffe between 2nd November 2020 and 8th November 2020. However, I consider the measurement figures are much lower than would be normally expected due the reduction in traffic caused by COVID-19 restrictions and road closures and restrictions in the local area caused by the nearby Cathill Roundabout redevelopment. Will any traffic and transport analysis extend to Middlecliffe (and not just Doncaster Road and Goldthorpe) and take this reduction into account?

The scope of the transport assessment which will accompany planning application(s) will be agreed with Highways and Environmental Services. The location of receptors will include a larger area than the masterplan framework itself.

4. Can you explain the timing of the Hickleton and Marr bypass? How will this be accommodated?

The funding required for Hickleton/Marr bypass could range from £60 million to £100 million, and a bid to government is necessary for this amount of funding. It is a competition, factors such as numbers of houses/numbers of jobs creating are all utilised to assist in supporting a business case. Consequently, the ES10 scheme forms part of this, by the opportunity to create new jobs. This will assist in supporting the business case. Also, consideration will be given to the proposed new Dearne Valley Rail Station/HS2 and their impacts.

5. Will the buildings be built and then available or do individual applicants carry out their own building according to their application on the plateau that has been provided?

Subject to the council obtaining funds for infrastructure to accelerate the site, the council could build out and let to the private market. It is likely to be a mix of both.

6. I was under the impression that the bypass was currently being assessed?

This is ongoing, it may be a hybrid of funding, it will potentially take some time to further progress.

7. There are already a number of large empty units at Goldthorpe Industrial estate with some business closing and also a number of empty units on Barrowfield

road. Can I ask why not regenerate these area's instead? The old window place is still sitting empty

According to available information, that is updated by all the main local, regional and national property agents, there is currently no available units being advertised at Goldthorpe Industrial Estate. Throughout the borough there is a deficiency in both the quality and quantity of units at various sizes, which is currently limiting local companies from expanding or attracting investors to the borough. 35% of enquiries that have been closed have been associated with there not being any suitable sites and premises during 2020/21.

Specifically with regard to Barrowfield Road: *68% of this new site has been sold or let (as of the 2nd Feb 2021). There are now 5 units left providing small industrial space ranging from 1,250 – 3,000 sqft.*

- 8. What efforts will be made to encourage the use of local labour in the construction of any development in this site, particularly within those aged 16-24 and what efforts will be made, before any development or construction, that there will be the opportunity for local contractors to apply for contracts both before, during and post completion of any development?**

As part of a wider South Yorkshire Supply chain project , the Enterprising Barnsley team will have a supply chain officer who will be working on local supply chain events (including meet the buyer) to help promote any such future opportunities to local companies.

The Employment and Skills department will be able to support those aged 16-24 year olds.

- 9. Who will monitor mitigation works after companies move in? For example noise and light pollution etc and that screening is completed fully and retained.**

Colleagues from the environmental regulatory unit services department, would be involved in the scheme whilst it was being delivered during the construction phases, including monitoring during. As part of the planning permission, assessment reports for air and noise for example would need to be submitted, which would detail any mitigations required during the construction phase and what was required going forward.

- 10. What is the scope to have a nature walk along Carr Dyke for the local community?**

It is a great opportunity to look at providing new links to the wider Dearne Valley.

11. What are your thoughts on the light pollution for example from Aldi?

If there are concerns about light pollution from specific developments impacting on residents in their homes, advice can be sought from pollutioncontrol@barnsley.gov.uk

<https://www.gov.uk/guidance/artificial-light-nuisances-how-councils-deal-with-complaints> is a useful source of information.

12. Residents in Billingley live on a so-called 'rat run' from Doncaster Road, an issue identified by BMBC during the recent Cathill Roundabout development to the extent that they have a road designated for 'residents only' during the period of road closures required by the contractors. Will Billingley residents expect to see the same consideration following adoption of the Masterplan and certainly during the construction and development of this site?

There will be a construction traffic management plan, so traffic is routed on the most suitable route. There will be condition dilapidation surveys, with any defects being made good. As the scheme progresses to on site delivery, the movement of traffic and traffic management can be reviewed, if deemed appropriate. The infrastructure works at Cathill roundabout and the subsequent traffic movement/traffic management was reviewed prior to signage being provided.

13. Does the Dasgupta review on the economics of biodiversity influence your thoughts on the development?

10% biodiversity net gain is required to be achieved for the site. For example anything taken away will need to be replaced, for example Arable. It is all going to be about mitigation.

14. Two years ago the BMBC team responsible for roadside air quality measurement agreed that Middlecliffe has a particular problem with stop start traffic causing high levels of pollutants close to residential homes, bus stops and a retail shop. What efforts will be taken to address this high level of traffic and poor air quality and reduce stop start traffic in this community, because yet again as it is on the edge of the Masterplan site? Basically I'm pushing for the boundary of the Masterplan to be extended to take into account surrounding communities and not just the site itself.

The scope of the transport assessment which will accompany planning application(s) will be agreed with Highways and Environmental Services but in considering the scope of any proposed assessment the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality or noise sensitive areas) should be considered, either as a result of traffic generated by the site or as a consequence of the impact of existing traffic on the site under consideration.

The highway infrastructure improvements to the 3 existing roundabouts, Cathill, Broomhill and Wath Road have taken account of the potential additional road capacity required, due to the site being developed out. This has included increasing the sizes of the roundabouts and widening the entrance and exit lanes. This has also included Rotherham Road leading to Park Springs Roundabout. The road has been widened, so it now provides 1 additional lane up hill, towards Cathill roundabout. There will also be a dedicated right hand turn for Fitzwilliam Road. The improvements will reduce existing traffic congestion and journey times during peak hours. They will improve the quality of the environment for all by reducing the amount of standing traffic.

The boundary of the masterplan framework is the boundary of the site allocation. However, the evidence base that underpins the framework will consider a much larger boundary.

15. What 'specific' efforts are being made in this plan to encourage active travel?

Barnsley Council have an approved Active Travel Strategy to encourage more people to walk and cycle in Barnsley, improving the quality of life of Barnsley's residents.

A key priority is the building of a safe and fully segregated off-road active travel link connecting Barnsley town centre and Goldthorpe. This will run along the A635 (Barnsley Road) and pass the ES10 site directly at the northern boundary. In addition, ways to improve walking and cycling from the already existing Public Rights of Way will be considered and enhanced.

16. When will the screening be started and complete? Before the roundabout starts? The plan seemed to be mindful of the conservation village views (looking down) but it isn't clear how you will achieve and when by. It would be important it is done upfront.

It is recognised that it is important this is done up front. It is not possible to say when it will be done, it is fully acknowledged how important the setting issue is, to be clear when and how it is developed. Any planning application will need to align and this work will need to be undertaken before any works commencing

17. As there are still many questions over timing and site plan, will there be further opportunities for local people to have input before the final decision?

The proposed finalised masterplan framework will be presented to Full Council who will determine if it should be adopted by the Council. Members will be involved and have sight of the document before it goes to full council. It is important to remember that

the masterplan framework is a strategic document. The main detail will be contained in any planning applications submitted, when there will also be a consultation period. The masterplan has to contain a level of flexibility.

18. Given the current COVID-19 restrictions how will BMBC maximise the opportunities for local people to comment on the scheme, given that some are still Internet reluctant? What worries me is that there may be that some may consider that despite your best efforts that "they haven't been listened to" and this may turn into Hoyland mk2

If people are unable to access the internet, or do not wish to participate in the online sessions, hard copy information can be posted and telephone slots can be offered. Site notices have been placed around the site, residents within a 250m radius of the site have been written to. A special notice has been placed in the Barnsley Chronicle and social media posts are promoting the consultation. In addition to this, community groups have also been made aware of the consultation.

19. All I ask is that the boundary of the Masterplan is extended to take into account the communities of Billingley, Middlecliffe and Little Houghton as any development on the site will impact them, especially traffic. For example the chicanes in Middlecliffe were put in decades ago, well before ASOS opened. Now the extra traffic caused by ASOS is impacting on the quality of life of those villages not included in development.

Unfortunately, we cannot extend the boundary of the masterplan framework which is the allocated site ES10 within the Local Plan, but will look at how the development will impact on communities.

20. Were there ever any other more creative thoughts for the employment land than warehousing?

At this stage, warehousing is an option, the final occupiers cannot be specified. The aim is to provide good quality jobs.

21. But if you build those plateaus then it will be limited won't it?

The plateaus have been identified as being suitable for built development. The layout and use of buildings would be down to individual planning applications. If have any other thoughts /ideas to the plateaus illustrated, please include in questionnaire feedback.

22. If there are plans for housing what would be the plans for spaces in the local schools?

There are no plans for housing on the actual site. Further to any proposed new housing sites in the area, there is full liaison with the relevant education providers.

23. You have referred to ideas that will help the visual but only with reference to 'assessment' or 'feasibility' – can you commit?

The final masterplan framework will include more detail and set out principles that developers are expected to comply with in forthcoming planning applications.