

Public Document Pack

MEETING:	Cabinet
DATE:	Wednesday, 22 September 2021
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall
PUBLIC WEB LINK:	https://barnsley.public-i.tv/core/portal/webcasts

AGENDA

REGISTER TO ATTEND

This meeting will be webcast live and will be available to view via the Council's website.

Please note that in order to ensure that the meeting complies with current Covid-19 restrictions and public health advice, members of the public must pre-register if they wish to attend the meeting in person.

**Anyone who wishes to attend should email
governance@barnsley.gov.uk no later than 10.00am on
Tuesday, 21 September 2021**

1. Declaration of pecuniary and non-pecuniary interests
2. Leader - Call-in of Cabinet decisions

Minutes

3. Minutes of the previous meeting held on 8 September 2021 (Cab.22.9.2021/3)
(Pages 5 - 8)

Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.22.9.2021/4)
5. Action Taken under Paragraph B6 of the Responsibility for Executive Functions - Officer Delegations Contained in the Council Constitution (Cab.22.9.2021/5)
(Pages 9 - 10)

Petitions

6. Petitions received under Standing Order 44 (Cab.22.9.2021/6)

Items for Decision/Recommendation to Council

Children's Spokesperson

7. Annual Report of the Care4Us Council (2020/21) (Cab.22.9.2021/7)
(Pages 11 - 22)
[VIDEO PRESENTATION](#)
8. Annual Report of the Barnsley Local Safeguarding Children Partnership (2020/21)
(Cab.22.9.2021/8) (Pages 23 - 58)

Adults and Communities Spokesperson

9. Annual Report of the Barnsley Safeguarding Adults Board (2020-21)
(Cab.22.9.2021/9) (Pages 59 - 82)
[VIDEO PRESENTATION](#)

Regeneration and Culture Spokesperson

10. Berneslai Homes Asset Management Strategy (Round 2) (Cab.22.9.2021/10)
(Pages 83 - 102)
11. Goldthorpe Masterplan Framework (Round 2 Adoption) (Cab.22.9.2021/11)
(Pages 103 - 272)

RECOMMENDATION TO FULL COUNCIL ON 30 SEPTEMBER 2021

Environment and Transportation Spokesperson

12. Grass Cutting Briefing (Cab.22.9.2021/12) (Pages 273 - 280)
13. Town Centre and Principal Towns Cleanliness Enhancements
(Cab.22.9.2021/13) (Pages 281 - 304)

Core Services Spokesperson

14. Revisions to the Selective Voluntary Early Retirement and Voluntary Severance Policy (Cab.22.9.2021/14) (Pages 305 - 316)
RECOMMENDATION TO FULL COUNCIL ON 30 SEPTEMBER 2021
15. Corporate Plan Performance Report Quarter 1 April-June 2021
(Cab.22.9.2021/15) (Pages 317 - 330)
16. Corporate Finance Performance Quarter Ending 30 June 2021
(Cab.22.9.2021/16) (Pages 331 - 348)

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), Andrews BEM, T. Cave, Cheetham, Gardiner, Howard, Lamb and Platts

Cabinet Support Members:

Councillors Cherryholme, Eastwood, Franklin, Frost, McCarthy and Tattersall

Chair of Overview and Scrutiny Committee

Chair of Audit Committee

Sarah Norman, Chief Executive

Matt Gladstone, Executive Director Place

Melanie John-Ross, Executive Director Children's Services

Wendy Lowder, Executive Director Adults and Communities

Shokat Lal, Executive Director Core Services

Julia Burrows, Director Public Health

Neil Copley, Service Director Finance (Section 151 Officer)

Martin McCarthy, Service Director Governance, Member and Business Support (Monitoring Officer)

Garry Kirk, Service Director Legal Services

Michael Potter, Service Director Business Improvement and Communications

Katie Rogers, Head of Communications and Marketing

Anna Marshall, Scrutiny Officer

Corporate Communications and Marketing

Please contact Martin McCarthy on email governance@barnsley.gov.uk

Tuesday, 14 September 2021

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MEETING:	Cabinet
DATE:	Wednesday, 8 September 2021
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall

MINUTES

Present Councillors Andrews BEM (Chair), Cheetham, Howard, Lamb and Platts

Members in Attendance: Councillors Eastwood, Franklin, Frost and Tattersall and Councillor Ennis

Members in Virtual Attendance: Councillor Gardiner

63. Declaration of pecuniary and non-pecuniary interests

There were no declarations of pecuniary or non-pecuniary interests.

64. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 18 August 2021 had been called in.

65. Minutes of the previous meeting held on 18 August 2021 (Cab.8.9.2021/3)

The minutes of the meeting held on 18 August 2021 were taken as read and signed by the Chair as a correct record.

66. Decisions of Cabinet Spokespersons (Cab.8.9.2021/4)

The Record of Decisions taken by Cabinet Spokespersons under delegated powers during the week ending 20 August 2021 were noted.

67. Action Taken under Paragraph B6 of the Responsibility for Executive Functions - Officer Delegations Contained in the Council Constitution (Cab.8.9.2021/5)

RESOLVED that the action taken by Executive Directors under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations, as contained within the Appendix attached to the report now submitted and detailed below, be noted:-

2025 Town Centre Parking Strategy Phase 1 - Glass Works Opening Milestone

Date of Decision – 19 August 2021

- 1.1 To approve the pilot to amend the town centre's parking charges and introduce restrictions via amendments to the traffic restriction order and off-street parking order to support The Glass Works and wider town centre plan as summarised below with details within section 4 of the report.

- 1.2 The proposed changes are temporary utilising an experimental traffic order with changes to the off-street parking order and a maximum duration of 18 months. We will implement this incentive pilot and return to cabinet with evidence on how it works in terms customer perception, parking numbers, traffic flows and location usage.
- 1.3 To support ongoing discussions with the Barnsley Hospital NHS Foundation Trust.
- 1.4 To support the temporary employment of 4 parking enforcement officers to support the opening of Glass Works whilst in parallel, work with the Communities directorate to ensure that we have a cohesive and consistent enforcement service for the authority.

68. Petitions received under Standing Order 44 (Cab.8.9.2021/6)

It was reported that no petitions had been received under Standing Order 44.

Overview and Scrutiny Report

69. Proposed Scrutiny Work Programme for the 2021-22 Municipal Year (Cab.8.9.2021/7)

RESOLVED that Cabinet noted the proposed Scrutiny Work Programme for 2021/22 as outlined in section 5 of the report, whilst acknowledging that this was subject to change should any urgent issues arise.

Core Services Spokesperson

70. Barnsley Council Annual Customer Feedback Report - Complaints, Compliments, Comments and Learning - April 2020 to March 2021 (Cab.8.9.2021/8)

RESOLVED that Cabinet noted the information contained in the Annual Customer Feedback report for the period April 2020 to March 2021, as required under the complaints' legislation.

Environment and Transportation Spokesperson

71. Warner Road, Pennine Way, Cotswold Close, Hambleton Close, Mendip Close, Grampian Way and Malvern Close, Barnsley - Proposed 'No Waiting at Any Time' Restrictions (Cab.8.9.2021/9)

RESOLVED that Cabinet approved:-

1. the proposed 'No waiting at Any Time' restrictions on Warner Road, Pennine Way, Cotswold Close, Hambleton Close, Mendip Close, Grampian Way and Malvern Close, Barnsley as described in the report and shown on the plan at Appendix 1; and

2. the Head of Highways and Engineering and the Legal Services Director and Solicitor of the Council be authorised to make and implement the Traffic Regulation Order.

Regeneration and Culture Spokesperson

72. Future High Street Funding and Development of The Seam Digital Campus (Cab.8.9.2021/10)

RESOLVED that Cabinet approved:-

1. The core values, vision and principles for developing 'The Seam': Barnsley's Digital Campus, creating a new digital campus neighbourhood at the heart of the town centre;
2. The Future High Street projects 'Embedding Glass Works' and 'The Seam Digital Campus' as set out in section 4 of the report;
3. Formally accepting the Future High Street Funding allocation of £15.6m from the Ministry of Housing, Communities and Local Government (MHCLG);
4. Provision of match funding by the Council, required to deliver the Future High Street funded projects as outlined in paragraph 9.10 and agreed to release a portion of that funding (paragraph 9.17 refers) 'at risk' to support the activities required for i) ongoing programme management and ii) scheme development up RIBA Stage 2;
5. The procurement strategy for The Seam, detailed in section 4 of the report and the Legal Service Director and Solicitor to the Council, in consultation with Executive Director Place, be authorised to undertake the necessary procurement exercises to progress the project, publish and accept tenders and appoint consultants/contractors to deliver a professional project management and design team for The Seam;
6. The procurement of a professional team to design a piece of high-quality public realm on the site of the demolished building at 35 Eldon Street (former chip shop);
7. That the Service Director Regeneration and Culture be authorised to engage with businesses, wider stakeholders and the public as appropriate throughout the design development and delivery of The Seam;
8. That the Executive Director Core Services be authorised to apply for any necessary consents, license arrangements, footpath diversions, traffic regulation orders, closure orders and side road orders that may be required as part of developing the scheme;
9. That the Service Director Regeneration and Culture be authorised to enter into a basic asset protection agreement with Network Rail to commence discussions on developing The Seam Digital Campus adjacent to the railway line and additional site investigations as required;

10. The governance arrangements for The Seam project as set out in sections 4.61 – 4.63 of the report; and
11. Noted that a further report would be submitted to Cabinet following completion of the RIBA Stage 2 work in order to present a detailed budget cost plan for consideration.

73. Exclusion of Public and Press

RESOLVED that the public and press be excluded from the meeting during consideration of the following items, because of the likely disclosure of exempt information as described by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, as follows:-

<u>Minute Number</u>	<u>Type of Information Likely to be Disclosed</u>
74	Paragraph 3

Core Services Spokesperson

74. Infrastructure Refresh 4 Year Plan (Cab.8.9.2021/12)

RESOLVED that Cabinet approved the capital scheme to ensure the IT Infrastructure remained within manufacturer support, maintained compliance with Public Sector Network (PSN) requirements and that the necessary software packages were renewed to provide the level of functionality required by the Council.

.....
Chair

BARNSELY METROPOLITAN BOROUGH COUNCIL

**REPORT OF THE EXECUTIVE DIRECTOR
CORE SERVICES**

**Action Taken under Paragraph B6 of the Responsibility for Executive Functions –
Officer Delegations Contained in the Council Constitution**

1. Purpose of Report

To inform Cabinet of action taken as a matter of urgency under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations contained in the Council Constitution.

2. Recommendations

That the action taken under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations, as contained within the Appendix attached to the report, be noted.

3. Background

Individual actions taken following consultation with the appropriate Cabinet Spokesperson are detailed by Cabinet Portfolio in the Appendix to this report. In accordance with Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations contained in the Council Constitution these actions are reported into the next available Cabinet meeting.

4. Implications

There are no local area, crime and disorder, financial, employee or human rights implications arising directly from this report.

5. Background Papers

Decision notices of action taken under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations contained in the Council Constitution available for inspection in the Council Governance Unit, subject to the notice not containing personal information as defined by the Data Protection Act 1998 or exempt information as described in Schedule 12A of the Local Government Act 1972.

Officer Contact: Martin McCarthy
Date: September 2021

Email: governance@barnsley.gov.uk

**Action Taken under Paragraph B6 of the Responsibility for Executive Functions –
Officer Delegations Contained in the Council Constitution**

**Date of
Decision**

1. **Acceptance of Department of Transport/Sustrans Funding for
Trans Pennine Trail**

19 August 2021

To accept the 100% grant funding from the Department of Transport via Sustrans to carry out improvements on two specific sections of the Trans Pennine Trail: A61 – Haverlands Lane, Worsbrough and Smithley Wood Lane, Dodworth to Moorend Lane, Silkstone Common.

BARNSLEY METROPOLITAN BOROUGH COUNCIL

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

**REPORT OF THE EXECUTIVE DIRECTOR CHILDREN'S SERVICES
TO CABINET ON 22 SEPTEMBER 2021**

ANNUAL REPORT OF THE CARE4US COUNCIL (2020/21)

1.0 PURPOSE OF REPORT

- 1.1 To present to Cabinet, the latest Annual Report of the Care4Us Council.

2. RECOMMENDATIONS

- 2.1 **That Cabinet notes the contribution of the Care4Us Council in enabling the voice of children in care and care leavers to be heard and acted upon during the planning and commissioning of services aimed at meeting their needs, as noted in the Annual Report.**

3. INTRODUCTION

3.1 Background

The Care4Us Council comprises of children and young people in the care of the Council who meet regularly to share their ideas and experiences and to provide a voice for all children and young people in care; those who have previously experienced care and care leavers in the Borough.

- 3.2 Barnsley Care4Us Council members meet with their Corporate Parents, key decision makers and service providers on a regular basis to discuss any issues and concerns that they may have as well as using the platform to voice their opinions and help shape local, regional and national service design and delivery. The Care4Us Council works closely with other youth voice forums in the Borough such as Barnsley Youth Council and the SEND Youth Forum.
- 3.3 Staff from the Council's Targeted Youth Support Service coordinate and support the group and their peers and help facilitate opportunities for the members of the group to be able to work with their Corporate Parents and other key decision makers to influence services that they receive.
- 3.4 This report was originally presented to the Corporate Parenting Panel in June and updated the Panel on the Care 4 Us Council's activity during 2020/21.
- 3.5 The Appendix provides a summary of the Care4Us Council's Annual Report for 2020/21. The document sets out some of its achievements in helping such children and young people to tackle issues of most concern to them, in order to keep them

safe, improve their wellbeing and to make a successful transition into adulthood and in achieving their potential.

- 3.6 The report, also, sets out some of the priorities and objectives of the Care4Us Council as part of its development plans during 2021/22.

4. PROPOSAL AND JUSTIFICATION

- 4.1 The Annual Report provides Cabinet with an insight into the matters of importance which affect the lives of children and young people in care, together with those leaving care and on how they, themselves, have helped make a difference in tackling these challenges both in the Borough and in the Region, with the support of the Council. A brief video accompanying the Annual Report is to be presented at today's meeting.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 The sole purpose of this report is to present the Annual Report of the Care4Us Council

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 There are no implications for local people or service users emerging through the Annual Report. The Care4Us Council provides an important forum for all children in care to be able to help shape services through articulating their experiences in order to improve their safety and wellbeing; enable them to achieve their potential and make a valued contribution to civic life, including the future economic and social prosperity of the Borough.

7. FINANCIAL IMPLICATIONS

- 7.1 There have been no financial implications emerging through compilation of this report..

8. EMPLOYEE IMPLICATIONS

- 8.1 There are no workforce implications, resulting through consideration of this report.

9. LEGAL IMPLICATIONS

- 9.1 There are no legal implications which have emerged through consideration of this report.

10. CUSTOMER AND DIGITAL IMPLICATIONS

- 10.1 No adverse implications will arise for the public in accessing the range of Council's services or for digital transactions through consideration of the report.

11. COMMUNICATIONS IMPLICATIONS

- 11.1 The experiences of children in care and care leavers, as noted in the Annual Report of the Care4Us Council, will be communicated to the Council's partner agencies as

part of continually improving services and fulfilling our current 'Pledge' and future 'Expectations' for children in care, together with our Care Leavers' Covenant and wider Local 'Offer' to these vulnerable groups of young people.

12. CONSULTATIONS

- 12.1 The experiences of children in care and care leavers, as noted in the Annual Report of the Care4Us Council, will be communicated to the Council's partner agencies as part of continually improving services and fulfilling our current Pledge, Care Leavers' Covenant and Local 'Offer'

13. THE COUNCIL PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

- 13.1 One of the priority actions within the Borough's Children and Young People's Plan (2019-22) is to promote inclusion and engagement particularly among disadvantaged groups of children and young people. The Care4Us Council fulfils a valuable role in placing the voice of children in care at the forefront of planning and commissioning services which can improve their wellbeing and potential.
- 13.2 Within the Council Plan and our *Be Even Better* Strategy our ambitions for such children and young people will continue to be that they are placed in arrangements which will ensure they receive the love and care which will enable them to be safe from harm and as a result, be in a better position, including through improved attendance at school, to thrive and achieve their potential both as participants in the employment market and as active citizens in their communities. As part of its inspection of local authority children's services in October 2018 Ofsted reported that:

"Services for children in care and care leavers are good and children's outcomes improve because of the support they receive from (social) workers. Children in Barnsley benefit from a committed and pushy corporate parent with a determination to raise the aspirations of all children, families and the communities in which they live."

- 13.3 In addition, Ofsted noted that:

"There is an active and vocal children in care (Care4Us) Council which has worked hard to influence service development through its annual "takeover of the service" event and on such areas as the Pledge, peer mentoring, recruitment for foster carers', presenting to the Corporate Parenting Panel and developing documents for reviews".

14. PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION

- 14.1 The Barnsley Care4Us Council is enriched by the contribution of representatives from groups of children with protected characteristics. This helps ensure their unique perspective informs the planning and commissioning of services which can meet their specific needs as part of an inclusive approach which fosters equality and eliminates any inadvertent discrimination-

15. TACKLING THE IMPACT OF POVERTY

- 15.1 The Care4Us Council ensures that the voice of children and young people in care and care leavers is heard and acted upon. As part of our commitment to these young people, the Council has, subsequently, taken vital steps to enable them to become more resilient to the potential impact of poverty and deprivation, by, for example, ring-fencing apprenticeship opportunities; offering exemptions from the payment of Council Tax to care leavers living in independent accommodation up to the age of 25, together with providing free broadband and Wi-Fi connectivity for learning and skills purposes. Providing this level of support has made a difference to many young lives and given young people the confidence to build on their strengths and gifts.

16. TACKLING HEALTH INEQUALITIES

- 16.1 The Council and its NHS partners have ensured as far as possible that the health needs of children in care and care leavers, are regularly assessed and their needs met during the Covid-19 Pandemic and Lockdown.

17. REDUCTION OF CRIME AND DISORDER

- 17.1 In considering the needs of children entering care, the Council ensures, so far as possible, that placements, such as kinship arrangements are made and where this is not deemed to be appropriate that the next step, as part of a graduated response, should be to provide loving, stable homes with Local Authority foster carers'. Placements in residential facilities are only considered where this is the most appropriate way of meeting complex needs and should be close to home, as part of a risk sensitive approach which places the protection of young people from harm as of primary importance.

18. RISK MANAGEMENT ISSUES

- 18.1 There are no risk management issues for consideration within this report.

19. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

- 19.1 During the Covid-19 Pandemic and the varying level of national restrictions, vulnerable children and young people have been monitored and tracked to ensure they attend school as part of exercising the full range of our statutory responsibilities towards children and young people in care together with care leavers whilst mindful of the need for social distancing and other restrictions. Services have responded to the challenge by adapting engagement and delivery models to ensure that young people remain safeguarded and supported and that their voices continue to make a difference.

20. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

- 20.1 The role of the Care4Us Council is compatible with the Articles and Protocols of the Convention

21. CONSERVATION OF BIODIVERSITY

- 21.1 There are no implications for the local environment, tackling climate change or the conservation of biodiversity, emerging through this report.

22. GLOSSARY

Not applicable.

23. LIST OF APPENDICES

- 23.1 Appendix 1: Annual Report Summary of the Care 4 Us Council (2020/21)

- 23.2 Link to The Care4Us Council Annual Report Video 2020/21

<https://youtu.be/6YW3UejEX7U>

24.0 BACKGROUND PAPERS

- 24.1 If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

Report author: Pam Allen (Interim Service Director: Children's Social Care and Safeguarding)

Financial Implications/Consultation



Joshua Amahwe (08/09/2021)

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(To be signed by senior Financial Services officer)

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CHILDREN'S SERVICES DIRECTORATE

Title:	Care4Us Council Annual Report Summary - April 2020 to March 2021
Author/s:	Barnsley Care4Us Council members & Barnsley Targeted Youth Support Service

Care4Us Council

The Care4Us Council is made up of a group of young people in care, care leavers and/or care experienced young people who regularly come together to voice their opinions and work to improve services for all children in care in Barnsley.

Barnsley Care4Us Council members meet with their Corporate Parents, key decision makers and service providers on a regular basis to discuss any issues and concerns that they may have as well as using the platform to voice their opinions and help shape local, regional and national service design and delivery. The Care4Us Council works closely with other youth voice forums in the Borough such as Barnsley Youth Council and the SEND Youth Forum.

Staff from the Targeted Youth Support Service coordinate and support the group and their peers and help facilitate opportunities for the members of the group to be able to work with their Corporate Parents and other key decision makers to influence services that they receive.

Work undertaken during this period

As with many things in 2020 the Covid-19 pandemic influenced the delivery of the Care4Us Council's sessions and activities. Meetings have predominantly taken place virtually and through physical socially distanced one to one and group sessions. However, members have worked hard to ensure that the voice of children in care and care leavers were represented and taken on board and have continued to ensure that the voice of children in care and care leavers was represented at a number of events, projects and initiatives. Some of this work has included:

- Meeting virtually on a weekly basis using Microsoft Teams
- Completion of the 2019/2020 annual report video
- Sending messages of thanks and farewell to Barnsley's previous Children's Services Executive Director
- Redesigning the Barnsley Pledge to young people in care to including the top ten messages from the care experienced conference.
- Feedback on family time recovery during and post Covid-19
- Participation in the virtual Mayors Parade
- Contribution to the Covid-19 book of condolence
- Continued representation at Barnsley Youth Council meetings
- Q&A session with the four Barnsley MP's

CHILDREN'S SERVICES DIRECTORATE

- Input into the revisions made to the 'Staying Put' agreement
- Socially distanced visits and group work with staff from the Targeted Youth Support Service
- Attendance and participation in a scrutiny meeting which focused on issues that affect young people we covered topics such as Covid-19 and its educational and social impact, bullying and mental health.
- Involvement and contributions to the Barnsley 2030 focus groups and consultation sessions
- Celebrating world youth day
- Returning to school and sharing our thoughts and feelings on this with our corporate parents and the Service Director.
- Meeting more of our corporate parents at virtual meetings
- Change in language video shown at the designated safeguarding leads forum and further work undertaken on this subject with the fostering team
- Working alongside the Youth Council and SEND Youth Forum to promote staying safe messages in videos and social media
- Continued use of the Care4Us Council Facebook page and frequent reviews of the children in care website and its information
- Contribution and support to the annual national Make Your Mark ballot
- Contribution to the regional youth voice networks where appropriate
- Contribution to the planning and participation in the 2020 Takeover Challenge
- Participation in the Annual Children in Care Celebration event scheduled in November 2020
- Work with the Independent Reviewing Officer (IRO) Service to contribute to the revisions of the 'My Care Plan'
- Participation in Anti Bullying Week by sharing positive messages alongside other young people on social media
- Supported the development of the Young People and Police Information Advisory Group (IAG) and participated in the first ever IAG meeting
- Shared our thoughts and views on the Youth Council's community Safety Campaign in town centre
- Taken part in the 4T's Urban Tree Fund environmental project which saw young people plant over 450 trees
- Final amendments and sign off of the new 'Expectations' document for Barnsley's children in care which is to be promoted and publicised to all children in care

One of the biggest pieces of work that we have undertaken this year is the refresh of what was the Barnsley Pledge to children and young people in care. The revisions were made so that the top ten messages from the care experienced conference and the feedback from the previous pledge review survey could be included. We were keen to keep all the key bits of the old 'Pledge' whilst making it fresh and relevant to Barnsley's children in care. We worked hard to pull together a draft of the document and looked closely at the design

CHILDREN'S SERVICES DIRECTORATE

and how it could be made Barnsley friendly. Overall, we think we've developed the document well so that young people can clearly see what they should expect from their care providers and we hope that this will help them to get the support that they are entitled to.

We're really pleased that our 'Change in Language' video has been shared far and wide and we've had lots of positive feedback about the message that it delivers. We were asked by the Service Manager if the National Conference for the Fostering Network could use our video and members involved in its production received a gift voucher for allowing them to use the film as a resource. We have worked with the fostering team and shared our thoughts on the use of language various sessions over the year. As well as this we were involved in reviewing some of the paperwork that the IRO team use for young people's meetings and used some of the language from the video to support how the 'My Care Plan' documents replicated these suggested changes in terminology and therefore made them more relevant and friendly for the young people using them.

Throughout 2020 we have really enjoyed the sessions which have allowed us to have discussions with some of our Corporate Parents and other key decision makers and it's been nice to see them – albeit mainly on screen. We've had guests at lots of our meetings this year and have encouraged new and familiar people to come along.

At our meeting, in November 2020, we had a great turn out with nearly a full house of members in attendance. We shared our mid-year update of work from April to October 2020 so that our Corporate Parents could hear about how busy we had been and so that they could go away and champion the work that we'd been doing. We've had discussions about how Covid-19 impacted our return to education and how we'd adapted to the new normal. We've also talked about how we as young people engage with the Police and how we can work with them and the Youth Council to improve relationship between the two.

When we met with our corporate parents in February 2021, we celebrated all things Barnsley by watching a short historical video and discussing the things we like, dislike and want to keep about Barnsley. This helped us focus with our contributions to the Barnsley 2030 plan and priority themes discussions and it also made a nice change from thinking about Covid-19 the topic of being in care.

We have worked together with the Youth Council and SEND Youth Forum as part of a new project with the Police looking to improve the relationships between young people and the community police officers. Members of the forums have been part of a focus group where we voiced our opinions and gave our ideas about how things could improve. This session was the first of many on the development and set up of the Police and Youth IAG which will continue to work together in the future.

The Care4Us Council has also supported the Youth Council on the 4T's Urban Tree Fund project which is the result of a successful funding application to the forestry commission. We were keen to get on board with helping to plant over 450 trees in the identified location and the project allowed us to see some of our peers outdoors in a safe and socially

CHILDREN'S SERVICES DIRECTORATE

distanced environment. The aim of this project is to create a space for the whole community which will benefit the environment and people of all ages. We believe it will also help towards improving people's emotional wellbeing by providing a space for people to relax and enjoy the outdoors. The project has also since gone on to be a feature in the Barnsley Chronicle and the Sun Newspapers and has also won the Green Hero award and work continues to get local people on board in further developing the site.

What's next for 2021/2022

The Care4Us Council is keen to expand its membership and recruit new members by working alongside schools and other service providers to identify interest, raise awareness and encourage participation. As a group and in support of the wider youth voice framework we intend to;

- Re-launch the 'Expectations' document by publicising via the BMBC Children in care website, launching internally with the support of BMBC's Communications team via staff bulletins and social media posts, distribute paper copies to young people via relevant teams, social workers and foster carers, share a printable PDF version via mailshots and online, table at the social work forum in May 2021
- Support the review the 'Expectations' information at least annually (Feb/March each year) alongside the Children in Care Team to ensure that information and content remains accurate and relevant
- Regularly update the Care4Us Council information and events section of the CIC website
- Review, update and promote the Care4Us Council Facebook Page
- Identify issues that are of interest to the Care4Us Council members and their peers building these themes and ideas into the work programme of the group
- Support Covid-19 recovery by ensuring that the voice of young people in care is included and heard and that support is offered when relevant and appropriate
- Support the launch of the Barnsley Safeguarding Children Partnership's (BSCB) Anti Bullying Strategy and Anti Bullying Commitment
- Continue to work alongside other forums locally, Regionally and nationally on the issues important to young people in Barnsley and focus on how young people in care can get their voices included in these campaigns
- Take part in relevant youth consultations and focus groups including the Covid-19 recovery offer and Make Your Mark ballot 2021/2022.
- Support and further contribute to the Barnsley 2030 project
- Identify and support a young person's representative to the Corporate Parent Panel
- Continue to work with the Virtual School for looked after and other vulnerable children to involve young people in discussions and service developments in relation to education
- Further support the development of the Independent Visitor Service and participate in any consultations and service design work necessary

CHILDREN'S SERVICES DIRECTORATE

- Participate in the 2021 Takeover Challenge building on last year's successes
- Promote the Local Offer and its purpose to Care Leavers in 2021/2022

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BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

**REPORT OF THE EXECUTIVE DIRECTOR CHILDREN'S SERVICES
TO CABINET ON 22 SEPTEMBER 2021**

**ANNUAL REPORT OF THE BARNSELY LOCAL SAFEGUARDING CHILDREN
PARTNERSHIP (2020/21)**

1.0 PURPOSE OF REPORT

- 1.1 To present for Cabinet's consideration the latest annual report of the Barnsley Local Safeguarding Children Partnership (LSCP).

2.0 RECOMMENDATION

- 2.1 **That Cabinet receives the Annual Report of the Barnsley LSCP and notes the progress made by the LSCP in relation to its statutory role and functions, as part of Cabinet's continued consideration of the Borough's arrangements for safeguarding vulnerable adults and children.**

3.0 INTRODUCTION

- 3.1 The Children and Social Work Act (2017) followed by the amended statutory guidance for safeguarding children ("*Working Together To Safeguard Children*": July 2018) paved the way for significant changes in responsibilities for safeguarding children and promoting their welfare in local areas.
- 3.2 This included the abolition of local safeguarding children boards and the formal introduction of new multi-agency, safeguarding arrangements. From September 2019, responsibility for safeguarding children and promoting their welfare in the Borough has rested with the three designated, safeguarding partners identified in Chapter 3 of the Children and Social Work Act (2017) as follows:
- The local authority.
 - NHS clinical commissioning group for an area any part of which falls within the local authority area.
 - The chief officer of police for any area in which a part falls within the local authority area.
- 3.3 In Barnsley, these three statutory safeguarding partners have combined to form the Borough LSCP. Whilst the revised statutory guidance applies to all schools and other education providers, they are designated as '*relevant agencies*' under the 2017 Act and part of the role of the LSCP is to set out how relevant agencies will comply with this ongoing statutory responsibility within the new local arrangements
- 3.4 The LSCP is also expected to set out, in writing, how the three statutory local partners will work together and with relevant agencies as well as develop processes

and procedures to safeguard children and promote their welfare. This should include reference to the interface with other strategic partnerships, including the Borough's Health and Wellbeing Board; Safeguarding Adults Board and Safer Barnsley Partnership.

- 3.5 The revised guidance identifies the lead representative for each of the 3 safeguarding partners all of whom will be expected to play an active role. In Barnsley, these are as follows:

- The Executive Director (Children's Services) of the Local Authority as the statutory director of children's services.
- The accountable officer of the Barnsley Clinical Commissioning Group.
- The District Commander for South Yorkshire Police.

All 3 statutory safeguarding partners should have equal and joint responsibility for local safeguarding arrangements. The Cabinet Spokesperson for Children's Services attends meetings and receives all reports of the LSCP as an observer and as the Borough's statutory Lead Member for Children's Services.

4.0 PROPOSAL AND JUSTIFICATION

- 4.1 The revised statutory guidance makes provision for the independent scrutiny of these new, local multi-agency safeguarding arrangements and Cabinet will recall that at its meeting held on 21st April this year, it approved a proposal for a combined Independent Chair and Independent Scrutineer for the Borough's LSCP which will become effective during 2021/22.
- 4.2 The revised guidance also states that the designated safeguarding partners should agree an equitable and proportionate level of funding to be derived from each partner to support the new arrangements.
- 4.3 As well as the publication of arrangements for safeguarding children and promoting their welfare, the Barnsley LSCP is also required to publish an annual report on the effectiveness of these arrangements and the progress achieved which should be presented for consideration by the Council's Chief Executive and by Cabinet.
- 4.4 The LSCP's latest annual report (*Please see Appendix 1*) is the second to be published following the revised, statutory guidance. It sets out the work of the Partnership in relation to the changes made to local area arrangements for the safeguarding of children and promoting their welfare. This includes the conducting of local child safeguarding practice reviews and child death reviews, together with reporting any instances of child abuse or neglect to the National Child Safeguarding Practice Review Panel as well as informing additional organisations, such as local sports clubs and faith organisations, of their responsibility concerning the safeguarding of young people.
- 4.5 The LSCP's annual report also outlines the local, multi-agency arrangements concerning contextual safeguarding, including tackling child criminal exploitation together with protecting children and young people with complex needs and those at risk of neglect. The annual report also indicates the progress made towards improving the quality of evidence informed practice particularly through its

programme of multi-agency training, together with the lessons to be learned through initiatives, such as the annual National and Local Safeguarding Awareness Week.

- 4.6 These considerations are founded upon the four Strategic Priorities of the LSCP, namely:

Strategic Priority 1: Sharing and Engaging

Strategic Priority 2: Helping, Empowering and Supporting

Strategic Priority 3: Prevention

Strategic Priority 4: Ensuring Accountability

Further detail on the LSCP's Strategic Priorities is outlined particularly in Pages 5 and 6 of the Annual Report.

- 4.7 Notably, the Annual Report begins by retrospectively outlining the focus of its work during this period which was to identify, track and protect children and young people who may be potentially experiencing '*hidden harm*' due to the impact of lockdown upon school attendance and face to face contact with children's social workers.
- 4.8 The Annual Report then proceeds to indicate its strategic priorities as we move forward during 2021/22. These are summarised particularly in Pages 25-26 of the Annual Report and includes closely collaborating with schools and settings to tackle peer on peer sexual abuse and online harm. This follows the recent publication of Ofsted's rapid thematic review and report into this matter.

5.0 CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 The purpose of this report is to comply with the provisions of the amended statutory guidance for safeguarding children concerning the production of an annual report by the Barnsley LSCP and its presentation to Cabinet.

6.0 IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 The LSCP's annual report will provide assurance of the robust arrangements for safeguarding children and promoting their welfare in all areas of the Borough. In terms of prevention, both Elected Members and the public all have a valuable role to play in acting as the "*eyes and ears*" of their local communities in spotting the tell-tale signs of abuse, criminal exploitation or neglect and to inform the LSCP in order to prevent children and young people from being exposed to further risks.

7.0 FINANCIAL IMPLICATIONS

- 7.1 A summary of the LSCP's annual budget during this period is shown in Page 29 of the Annual Report.

8.0 EMPLOYEE IMPLICATIONS

- 8.1 There are no employee implications directly arising through consideration of this report.

9.0 LEGAL IMPLICATIONS

- 9.1 There are no unanticipated legal considerations emerging for the Council through this report.

10.0 CUSTOMER AND DIGITAL IMPLICATIONS

- 10.1 There are no implications for accessing the range of Council services or for the onus towards digital transactions arising through the report.

11.0 COMMUNICATIONS IMPLICATIONS

- 11.1 There are no direct implications for the Council arising through the Annual Report. In considering communications, within the context of child protection, Cabinet will note that among the policies and procedures to be continually reviewed and developed by the Barnsley LSCP are those aimed at keeping children and young people safe from grooming and exploitation whilst online
- 11.2 Equally, through engaging young people on how best they can report or raise concerns with the Partnership, statutory partners' and relevant agencies, relating to their safety or wellbeing, Cabinet is assured that communication channels are in place to enable them to do this on their terms and in ways which are most familiar to them

12.0 CONSULTATIONS

- 12.1 The Senior Management Team has both been consulted and endorsed the progress and achievements outlined in the Annual Report.

13.0 THE COUNCIL PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

- 13.1 The role and responsibilities of the LSCP in safeguarding children and young people from harm and to promote their welfare, accords with both the *'Healthy Barnsley'* and *'Growing Barnsley'* outcomes of the *'Be Even Better'* Strategy

14.0 PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION

- 14.1 The Partnership is subject to the Public Sector Equality Duty and will ensure that the development of key strategies, policies and procedures are underpinned by a full equality impact assessment
- 14.2 As part of the Partnership's multi-agency programme, training continues to be offered to practitioners and front line staff, to improve their understanding of complex needs, together with cultural and faith issues in order to help them ensure that the specific needs of children and young people, including from diverse communities are met

15.0 TACKLING THE IMPACT OF POVERTY

- 15.1 In promoting the welfare of children and young people, the Partnership has had a crucial role in helping co-ordinate the monitoring and tracking of vulnerable children in the Borough during the Covid-19 Pandemic as part of preventing the risk of any harm, including hidden harm such as neglect. This has enabled vulnerable children to attend school and maintain their health and wellbeing. This is so that they are better placed to fulfil their aspirations and are equipped with the skills that will enable them to participate in the employment market, shield themselves from the impact of worklessness and enhance social capital in our communities.

16.0 TACKLING HEALTH INEQUALITIES

- 16.1 The LSCP will continue to perform an important role in helping improve the health outcomes of children in care through its oversight of the performance of partners in undertaking timely health assessments and, thereby, closing the gap in health inequality

17.0 REDUCTION OF CRIME AND DISORDER

- 17.1 In complying with its statutory responsibilities, the LSCP not only ensures that children and young people are safeguarded from harm, the Partnership also performs a crucial role in helping identify and bring to account those responsible for harming children through cruelty, neglect, violence or exploitation

18.0 RISK MANAGEMENT ISSUES

- 18.1 Where any risks emerge to the progress of its Strategic Priorities, remedial action will be taken to ensure there is no impact on vulnerable children and young people in the Borough and that the needs of children requiring help or protection are met without delay

19.0 HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

- 19.1 Please see Paragraph 15.1.

20.0 COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

- 20.1 The progress achieved by the LSCP, in compliance with the responsibilities upon the statutory safeguarding partners, accords with the Articles and Protocols of the Convention, particularly the rights of the child to be kept safe from serious harm

21.0 CONSERVATION OF BIODIVERSITY

- 21.1 There are no implications for the local environment, tackling climate change or the conservation of biodiversity arising through consideration of this report.

22.0 GLOSSARY

- 22.1 None, applicable.

23.0 LIST OF APPENDICES

- 23.1 Appendix 1: Annual Report of the Barnsley Local Safeguarding Children Partnership (2019/20)

24.0 BACKGROUND PAPERS

- 24.1 If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

Report author: Pam Allen (Interim Service Director: Children's Social Care and Safeguarding)

Financial Implications/Consultation



Joshua Amahwe (08/09/2021)

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(To be signed by senior Financial Services officer)

Barnsley Safeguarding Children Partnership



Annual Report 2020 - 2021

Barnsley Safeguarding Children Partnership



The Barnsley Safeguarding Children Partnership is responsible for bringing local services together to plan and agree how best to keep children and young people in the area safe.

The Partnership develops shared policies and plans to protect vulnerable children. Their role is to make sure all children are well cared for and able to reach their full potential. They also provide support and training for people who work with children and young people, to make sure that they are fully aware of their safeguarding responsibilities.

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Foreword from the Independent Chair

Welcome to the annual report of the Barnsley Safeguarding Children Partnership.

Safeguarding children is at any time complex and challenging work often involving difficult decision making in challenging circumstances. The year covered by this report has seen agencies having to face circumstances not previously encountered as they responded to the COVID 19 pandemic.

I have been impressed by the commitment that agencies have shown to keeping oversight of those children that were already known to services. They put in place additional arrangements to support children and their families; keeping contact with the most vulnerable when they were more isolated due to the restrictions.

Agencies have, understandably, been concerned for those children suffering hidden harm; that is those children who were not previously known to services but now suffering harm that is not being seen due to children not being out in the community or attending school (more detail is provided on page 4). When lockdowns have ended there has been an increase in the number of concerns being received and the number of children in care has risen. I regard that increase as an indication that agencies have responded to concerns and acted in the best interest of the children concerned.

Throughout the pandemic the partnership, and its subgroups, has continued to meet albeit by video conferencing. That has allowed the partnership to keep informed of the work taking place. Similarly, the three Safeguarding Partners have continued to meet to oversee the partnership arrangements. As the governance group develops it will no doubt give greater focus to the priorities of the BSCP moving forward.

During the second half of the year, the support arrangements for the partnership were compromised by not having a person performing the role of the Partnership Manager. I am grateful to those who have taken on additional responsibilities that has allowed the partnership to continue to function and taken on work over and above their own roles, including preparing this annual report. I am sure that recruitment of a replacement manager will see support arrangements being back to normal.

The report details the work of the partnership during 2022-21. Readers will see that an issue of concern is the number of deaths of very young babies due to Sudden Unexpected Deaths in Infancy (SUDI). Five such deaths occurred in 2020, each of them a tragedy. Two of those deaths are the subject of Local Child Safeguarding Practice Reviews to ensure that we learn any lessons from those sad events. Much has been done to raise public awareness of the need to ensure that safe sleeping practices are always in place. BSCP continues to regard this as a priority with the aim of reducing the number of such deaths, we will continue to ensure that all new parents receive the appropriate advice and to raise public awareness.

Members of the public play an important role in being the eyes in the community that can report any concerns regarding the safety and welfare of any child. Details of how to report any concerns you may have about a child are shown on page 18. Please remember, Safeguarding is Everyone's Business.

Bob Dyson QPM, DL

Introduction – Head of Safeguarding & Quality Assurance

The past year March 2020 to March 2021 was marked by unprecedented challenges related to the Covid-19 pandemic and the series of national lockdowns which impacted upon all agencies and staff working with children and families, service delivery and on the wellbeing and safety of many children and families. There were increased concerns about “Hidden Harm” for vulnerable children and young people with reduced schools’ attendance and contact with professionals, as well as frequent disruption to children’s education with the concern about how this might impact upon their outcomes. We know from a survey undertaken in Barnsley by Public Health that young people reported much higher rates of anxiety and mental health concerns during the pandemic because of isolation from peers and the change to their routines. Children’s social care and South Yorkshire police reported increased referrals, particularly in relation to incidents of domestic abuse and neglect during the past year and all agencies experienced staffing and resource pressures during the pandemic. National reviews undertaken in the past year by the Child Safeguarding Practice Review Panel and by Ofsted have highlighted the impact upon children and young people of the pandemic, which makes effective partnership working even more important to safeguarding.

Barnsley Safeguarding Children Partnership has a strong commitment to protecting and promoting the welfare of all children and young people in Barnsley and this commitment was strengthened during early stages of the pandemic with a combined effort across the partnership to work together to support vulnerable children. Agencies came together to develop tracker system to identify and support vulnerable children and families, working with schools and across health and children’s social care and Early Help to ensure that children in need were seen and had regular contact with professionals.

The Partnership has continued to work closely with Barnsley schools to offer support and advice during the pandemic and has continued termly Forums with all Designated Safeguarding Leads to promote safeguarding training, information sharing and the exchange of best practice.

The Partnership continued with its regular activity, with staff working from home and adapted to virtual Partnership and subgroup meetings. Quality assurance activity has continued, with all subgroups completing quarterly audits and the multi-agency training programme has also continued, with an expanded virtual offer which has seen higher take up rates.

The Partnership has also come together with the Executive Group of the Children’s Trust to host special learning events in relation to recognising and managing risk for adolescents and transitional safeguarding issues for young adults as they move on from children’s services support. This has led to a new initiative of joint working with the Adults Safeguarding Board and the introduction of the Directions Panel, which meets regularly with multi-agency partners to plan and work together to better meet the needs of vulnerable youngsters aged 16 years and over. Going forward, this work will help to reduce risk and crisis for young people and help them to be better prepared for adulthood.

In early 2021, the Partnership Manager retired from his position after many years in the role and the Partnership are grateful to him for his contribution to the work of the BSCP and to safeguarding children and young people in Barnsley. During the past year the Partnership has considered further how to strengthen scrutiny of safeguarding arrangements and has agreed to appoint an Independent Scrutineer in 2021. Looking forward to 2021-22, the Partnership will carefully consider the recommendations of Sir Alan Wood’s review of local multi-agency safeguarding arrangements, published in May 2021 to develop our arrangements to ensure they continue to be effective and robust, helping to deliver the best outcomes for children and young people in Barnsley.

Di Drury, Head of Service, Safeguarding & Quality Assurance

This is what we do

The Role of the Barnsley Safeguarding Children Partnership is to:

- Ensure that safeguarding children and young people is at the centre of everything we do
- Hold Partnership members to account – are we/they doing enough to keep children and young people safe?
- Collect and share information about how well we are keeping children and young people safe and what more we could do

We have created a 'Plan on a Page' which sets out:

- The Responsibilities of the Barnsley Safeguarding Children Partnership
- The Role of the Barnsley Safeguarding Children Partnership
- The Structure of the Barnsley Safeguarding Children Partnership
- It also outlines our Strategic Priorities

Strategic Priority 1 Sharing and Engaging

The Partnership will continue to monitor service improvement through the Continuous Service Improvement Plan and a schedule of regular audit activity

The Partnership will continue to seek the views of children and young people

Safeguarding Awareness Week provides an opportunity for the partnership and community to come together with the message

“Safeguarding is Everybody’s Business “

Strategic Priority 2 Helping, Empowering, Supporting

Ensure the availability of quality multi-agency child protection training and the provision of quality safeguarding services

Supporting children and young people to have a voice

Help shape services and support best practice via the Designated Safeguarding Leads and other Forums

Ensure accessibility of information via the website and other resources

Strategic Priority 3 Prevention

The synergy obtained from strong partnership working remains an essential element of effective safeguarding.

The continuing effectiveness of the work of the Partnership will continue to be subject to scrutiny

Ensure partners are kept up to date with emerging themes and key messages
Support learning and development through Local Child Safeguarding Practice Reviews and Lessons Learned

Strategic Priority 4 Accountability

Continue work to ensure that the thresholds are understood and correctly applied by partner agency staff and that effective use is made of the escalation process in cases where there are concerns about the decision making

The Partnership will continue to strengthen and evidence its own effectiveness through rigorous challenge, participation, and engagement

This is what we will do

- Let people know how to get help or report harm
- Design and deliver effective training for all staff and volunteers
- Provide children and young people and their families who have been harmed with support and information
- Work across the Partnership understand and address the impact of Covid-19 in communities to identify and respond to Hidden Harm for children and young people
- Evaluate children and young people's views of safeguarding and demonstrate if we have helped them to reduce risk
- Carry out Local Child Safeguarding Practice Reviews to improve the way we keep children safe. The National Panel is very clear that is only sees one type of review LCSPR's.
- Continue to provide Performance Information to the Board to assure the Board that we are working together to prevent harm
- Regularly challenge processes and performance at Board level to show all organisations are being held to account for the safety of children in Barnsley
- Strengthen the role of independent scrutiny of Partnership Arrangements
- Identify any gaps for young people moving from children to adult services that may leave them at risk of harm
- Ensure synergy and a joint response to shared themes such as Contextual Safeguarding including Child Sexual Exploitation and Child Exploitation/Modern Day Slavery/ Harmful sexual behaviour/ Female Genital Mutilation (FGM)/Honour Based Violence /Forced Marriage (FM) and Prevent



We also have a very close working relationship with the schools, academies and colleges in Barnsley and representation from both senior and junior schools on the BSCP and its subgroups. We hold Designated Safeguarding Lead Forums each term to share best practice, offer training and share learning.

Barnsley Safeguarding Children Partnership

Governance Arrangements

Barnsley Safeguarding Children Partnership (BSCP) published its arrangements to meet the guidance contained in Working Together 2018 on 1st April 2019. We went live as the BSCP 1st April 2019. The arrangements can be viewed on the BSCP web site

<https://www.barnsley.gov.uk/services/children-families-and-education/safeguarding-families-in-barnsley/safeguarding-children-in-barnsley/barnsley-safeguarding-children-partnership/>

Working Together 2018 changes the governance arrangements that existed under earlier versions of Working Together and reflects The Children and Social Work Act 2017 which received Royal Assent in April 2017. Section 30 of the Act removes the requirement for local areas to have Local Safeguarding Children Boards. Sections 16 – 23 introduce a duty on 3 key partners (Local Authorities, Police and Clinical Commissioning Groups) to make arrangements with other partners as locally determined to work together in a local area to protect and safeguard children.

Under our previous arrangements the Local Authority had the responsibility for safeguarding partnership arrangements. That has now been extended to include the Police, and the Clinical Commissioning Group on behalf of health. The three Safeguarding Partners have introduced regular scheduled meetings, chaired in rotation by each of the three Safeguarding Partners, where they meet with the Independent Chair to discuss such issues as the local priorities, the structure and functioning of the Partnership, the agenda of forthcoming Partnership meetings, the budget and any cases subject of Local Child Safeguarding Practice Reviews. This has strengthened the oversight of the Partnership.

Barnsley recognises and welcomes the added value that Independent Scrutiny brings to ensuring that local arrangements are effective. Independent Scrutiny is a strong feature in Working Together 2018.

The Barnsley Safeguarding Children Partnership will have the following aspects of Independent Scrutiny:

- It will retain the services of an Independent Chair. It is considered that there is benefit in having Partnership meetings chaired by an individual who is not the representative of any single agency and is able to bring their experience of acting as a critical friend, who encourages appropriate challenge, and plays an important role in holding agencies to account. The role is developing to include more aspects of scrutiny of arrangements.
- It will have an annual programme of independent case file audits. This will take the form of both single agency and multi-agency audits targeted at specific issues, for example Neglect and Child Sexual Exploitation, which will review cases against agreed criteria to independently assess if contact with children and families was in accordance with policies and procedures and that it was appropriate to the circumstances thereby producing the right outcomes.
- The BSCP commits to an active involvement in the Barnsley Metropolitan Borough Council Scrutiny arrangements. This Annual Report will be the subject of a BMBC Scrutiny Committee meeting.
- The BSCP is committed to involving children and young people in having an active role in local arrangements. It works closely with the Children's Trust Executive Group to consult with children and young people on the formulation of plans and strategies. The BSCP holds its meetings in Secondary Schools when practical and welcomes observers from the schools to the meetings. After the meetings, members of the BSCP meet with a focus group of students to gain a better understanding of what it is like to be a young person growing up in Barnsley and what current safeguarding issues affect their daily lives.
- Local elected members attend the BSCP as part of ensuring that local people are involved and have a voice.
- The BSCP commissions Independent Authors to conduct Child Safeguarding Practice Reviews in appropriate cases that meet the criteria set out in WTG 2018.
- The Partnership takes part in Peer Reviews when appropriate

Barnsley Safeguarding Children Partnership
Governance Structure 2020-21

Independent Chair

Bob Dyson

Governance Group Meeting – (With Effect From 1st April 2020)

Between

Independent Chair

And Three Safeguarding Partners

Barnsley Clinical Commissioning Group

Barnsley Metropolitan Borough Council

South Yorkshire Police

Barnsley Safeguarding Children Partnership

Performance Audit and
Quality Assurance
Subgroup

Chair: BMBC

Child Exploitation
Strategy Group

Chair: South Yorkshire
Police

Policy, Procedures and
Workforce Practice and
Development

Joint Chairs: Barnsley
CCG and BMBC

Child Death
Overview
Panel

Chair: BMBC
Public Health

Local Child
Safeguarding Practice
Review Subgroup

Chair: Independent Chair

Disability
Subgroup

Chair: BMBC

The Impact of The BSCP upon Safeguarding Children and Young People

The Safeguarding Partnership has engaged in a range of activity during 2020-21 which is detailed in this report which has contributed significantly to ensuring that children and young people are more effectively safeguarded. This includes learning the lessons from cases where unfortunately children have suffered harm and where we have undertaken Local Child Safeguarding Practice Reviews, in accordance with statutory guidance (Working Together 2018). We have also considered the learning from the National Child Safeguarding Review Panel, which has echoed our own local concerns during the pandemic about the increase in hidden harm for children, a rise in injury and sudden death of infants under one year of age and the rise in criminal exploitation of children and contextual safeguarding. Further detail is provided on page 14 about the work of our Local Child Safeguarding Practice Reviews and how learning from these is being implemented into practice improvements.

The BCSP has also delivered an extensive and increased programme of multi-agency training to partners during the past year and this has involved feedback from participants to demonstrate the impact upon their practice and changes made to improve safeguarding, which is detailed on page 12 and 19 of this report.

We have continued with a full programme of quality assurance activity which involves qualitative multi-agency audits undertaken together to examine the quality of practice across a range of professionals including social workers, health professionals, police officers and others to support and protect children and young people. The findings from audit activity are developed into action plans which are regularly reviewed by our PAQA subgroup and evaluated for their impact to improve safeguarding, contributing to Even Better service improvement in Barnsley. Details of our PAQA work with key learning from our audits starts on page 23.

We have improved our communication with partner agencies by introducing a quarterly Safeguarding Newsletter, which provides information on latest safeguarding practice developments, new legislation, research findings, safeguarding training opportunities and reaffirms key messages such as safe sleeping for infant's advice to parents and professionals.

In December 2021, the Partnership re-issued a revised Escalation Process on the BSCP website which is a simplified and more effective process for anyone working with children and young people to escalate their concerns to the Partnership, if they feel that services are not responding properly in a timely way to safeguard a child or young person. Concerns raised in this way are quickly followed up and carefully monitored to ensure that the relevant service responds with corrective action and learning from this is shared through our PAQA group across the Partnership.

The Partnership has also engaged in a variety of ways with children and young people to hear their voice and views with regard to safeguarding and has met with young people through Partnership meetings and joint events with the Children's Trust Executive Group. More detail of our work with young people is detailed in the following section.

The Voice of The Child

In Barnsley we try to give every opportunity for the voice of children, young people and families to be heard.

The Partnership Meeting is normally held at least once or twice a year in a school, or college so that afterwards, the young people engage with members of the Partnership to speak about what life is like for them living in Barnsley. Unfortunately, due to Covid-19 pandemic this has not been possible, however we will hopefully resume this activity when it is safe to do so. All Partnership meetings have been held as virtual meetings since March 2020 and we have had joint events with the Executive Group of the Children's Trust which young people have attended to share their views on different topics, including concerns about bullying, both in person and online, happening within schools and in the community.

Anti - Bullying

During 2020 – 21 the BSCP responded to the concerns raised by our SEND Youth Forum about bullying behaviour by other young people which the young people shared with the Partnership in a video that they produced, see link here:

[SEND Youth Forum Video on Bullying You Tube](#)

On behalf of the BSCP, the Head of Safeguarding and Quality Assurance has worked with the SEND Youth Forum and other Youth Forums supported by the Youth Voice and Participation team to co-produce an Anti-Bullying Commitment which has been signed up to by all primary and secondary schools in Barnsley to promise to tackle bullying and harassment behaviours in schools and to ensure that pupils feel safe and well supported with known trusted staff to talk to if they have any worries. The Youth Forums have worked to help refresh the BSCP anti-bullying strategy and a new Action Plan is being developed which will include training and better information for pupils, staff and parents through 2021-22 to tackle this issue together. The young people involved together with the Youth Voice and Participation team in Barnsley are thanked for their time and commitment to this project which has resulted already in schools paying more attention to this issue and to revise their own bullying and harassment policies. Making schools and our communities a safer place for young people who feel better supported to speak out when they experience bullying and harassment will improve their emotional well being and their outcomes for learning too.

Some Quotes from our young people on this issue:

I think people should be aware when it comes to social media because some people may have social workers if adopted or in care

It's important to keep note of any unexplained marks or bruises as well as where they are found

Get people to understand the effects of bullying so it doesn't happen again

I also think people should be aware of on-line grooming

In school young people should be taken seriously with bullying cases and not ignored. Also, if an incident happens, the teacher shouldn't assume that the young person is involved with this (i.e. being in the wrong place at the wrong time)

Improve confidence for young people to feel they can report any bullying to school

The Child Safeguarding Practice Review Panel

In March 2020 the National Panel published the findings of its first National Review into Child Criminal Exploitation, *"It was Hard to Escape"*. The review sets out recommendations and findings for government and local safeguarding partners to protect children at risk of criminal exploitation. It is a qualitative study of 21 cases from 17 local areas regarding children who died or experienced serious harm where criminal exploitation was a factor.

In Barnsley we briefed our safeguarding partnership on the findings of the report and used those findings to further inform our training, particularly around Child Criminal Exploitation and Contextual Safeguarding. We benchmarked our Child Exploitation Strategy against the report to ensure that we are meeting all the recommendations. Further work has been undertaken by the Child Exploitation subgroup to review and strengthen our multi-agency processes in Barnsley for better identification and assessment of children at risk of contextual safeguarding as highlighted on page 17 of this report.

In July 2020, The National Panel produced their report, *"Out of Routine: A review of sudden unexpected death in infancy (SUDI) in families where children are considered at risk of significant harm"*. This review considered the persistent nature of risk to babies from harm and sudden death, which appeared to increase with the impact of the pandemic and young children being out of their normal routine, with a particular risk of co-sleeping, heightened where parents are smoking or using alcohol or substances.

The safeguarding partnership discussed and shared the learning from this review and learning from several tragic incidents in the region which involved serious harm or death to young infants. This led to the promotion of as a priority action for 2020-21. The BSCP promoted a 'Safe Sleep' campaign, which was a particular focus of Safeguarding Awareness Week 2020 with partner local authorities in the South Yorkshire region, which involved communication in local media and on social media and training for multi-agency staff who work with children and families. Training was also delivered on Safe Sleep by colleagues in public health to children's social workers, with improved practice guidance for social workers to have "safe sleep conversations" with families that they are working with. This has had a positive impact, as evidenced through our quality assurance activity, that social workers are more alert to the risks of SUDI and are working closely with midwives, health visitors and GPs to give consistent messages to parents in relation to safe sleeping. This remains a priority area of work for the partnership.

In January 2021 the ICON initiative was launched in Barnsley to support parents to cope with crying babies and to prevent harm to infants. ICON represents:

- I – Infant crying is normal
- C – Comforting methods can help
- O – It's OK to walk away
- N – Never, ever shake a baby

The project is being adopted across the South Yorkshire and Bassetlaw Integrated Care System, including Barnsley, Rotherham, Doncaster, Sheffield, and Bassetlaw. The call for resources comes after several infant deaths and serious case reviews where a baby has died or been seriously injured due to abusive head trauma. There was an extensive social media campaign to promote the ICON messages and training has been delivered to health and social care professionals working with families and expectant parents.

Multi-Agency Safeguarding Training

From March 2021, as we entered the Covid-19 pandemic lockdown, all multi-agency training in Barnsley moved to a virtual platform and we continued to deliver the full comprehensive programme of multi-agency training which covers the full range of safeguarding issues including neglect, child exploitation and domestic abuse. New courses added in 2020-21 include "Safeguarding in the First Year of Life" and "The Voice of the Child". More staff from the children and family workforce have attended our training in 2020-21 than in previous years. We have delivered 150 training courses to a total of 4795 delegates, this is an increase on 2019-20 when we delivered 124 courses to 2850 delegates. This is accepted regionally as being by far the most comprehensive child safeguarding training programme on offer and we are proud of this achievement and the work of our multi-agency trainer, who delivers and co-ordinates this work. More staff from all agencies that work with children and families have signed up to training events in 2020-21 and feedback from attendees shows high satisfaction levels and that overwhelmingly staff find virtual courses more easily accessible. Participants also provide feedback as evidence of the impact of safeguarding training upon their practice and this is also tested through audits and Section 11 check and challenge process.

Members of the PPWPD subgroup continued to attend occasional training events at random, during the past year as part of regular quality assurance activity and gave positive feedback regarding the quality of training provided.

Some quotes from attendees at multi-agency training 2020-21 with evidence of impact upon their practice:

Domestic Abuse, Risk Assessment and MARAC:

"I have a better understanding of the signs to look out for and how to report any concerns that I have"

"I will be able to incorporate the training into my daily work life"

"It has provided me with the tools to deal with it if recognised and support family's to be safe"

Understanding Adverse Childhood Experiences and the Effects on the Child:

"Will help me to understand the children I work with and to think more about why things are happening, then what I can do to help them through it."

"I will be using this training with all my foster carers as part of their supervision"

"I will be able to understand the behaviour shown by children that have unfortunately experienced trauma and understand how to deal with these behaviours in a more sympathetic and calming way. I also now understand what support is best to offer and how vital my role can be for these children."

Neglect training:

"It has helped me to understand the different types of neglect and how little things can amount to big problems if we as practitioners looked at the bigger picture, it is important to be vigilant and always think of the child in any situation we come across"

"It will make me more vigilant when out with families doing assessments. Some great learning tools to help assess without been judgemental."

"It has given me greater understanding and empathy for the children in my care"

New Courses added to the training programme in 2020-21:

The Importance of the Voice of the Child

Bullying and Links to Trauma

Sexual Abuse Within the Family

Working with Those Who Cause Sexual Harm

Safeguarding Young People Against Gaming and Gambling Related Harm

Supporting Young People Through Loss and Bereavement

Safeguarding Infants in the First Year of Life

Suicide Prevention

Managing Unwise Decisions For 16+

Child Death Process

Elected Home Education – The Multi-Agency Approach

Safeguarding Awareness Week

South Yorkshire Safeguarding Awareness week took place in November 2020. Large numbers of staff and volunteers had access to training and development opportunities. An effective communications campaign on social media and on local radio delivered safeguarding messages out to Barnsley residents in the absence of planned public events (cancelled due to Covid restrictions). The focus of activity during the week was Safe Sleep and SUDI; Contextual Safeguarding, Neglect and Domestic Abuse, particularly promoting the work of IDASS with the rise of incidents of domestic abuse affecting children seen during the pandemic lockdowns, in Barnsley and nationally. Virtual training events and webinars were held to engage partner agencies and practitioners across Barnsley working with children and families. A publicity campaign was launched in conjunction with the 3 other safeguarding partnerships across South Yorkshire which included radio interviews, and social media messages on FaceBook and Twitter to promote Safe Sleep for babies, and better education for new and expectant parents in relation to crying infants and where to access support. This was in response to mounting concern nationally and locally about a rise in significant incidents involving young babies harmed through overlay or as a result of parental loss of control/anger management. This campaign of focus of work has continued through to 2021 and will remain a key priority area for the partnership as well as work on domestic abuse, neglect and risks of contextual safeguarding for children.

Local Child Safeguarding Practice Review (LSCPR) Subgroup

The LSCPR subgroup is chaired by the Independent Chair of the BSCP and has the responsibility for overseeing the commissioning of Safeguarding Children Practice Reviews for cases that meet the criteria set out in Chapter 4 of Working Together 2018. It also manages the action plans from completed reviews to ensure that all learning points are addressed in order to improve our approach to safeguarding children in Barnsley.

There are two reviews that have been completed from previous years that cannot yet be published due to ongoing criminal proceedings; they are Child T and Child U.

One review, Child V, was published during 2020/2021 and is available on the BSCP website. It involves the physical abuse of a young baby. A family member, father, was convicted for that offence. There were 11 recommendations from this review which were developed into an Action Plan with actions for all agencies that have been completed. Key learning from this review included that agencies understand the threshold for Early Help and promote Early Help Assessments and that midwifery and health visitors improve their communications systems to ensure that joint ante natal visits are undertaken to pregnant mothers. Other recommendations related to practitioners understanding of the protocol for bruising and injuries to non-mobile infants and seeking assurance that children are not stepped down from child protection plans prematurely. Individual agencies have undertaken single agency audits as required in relation to the recommendations and policies and procedures have been updated and reviewed where required. Additional training in relation to “Safeguarding Infants in the First Year of Life” has been included in the multi-agency training programme to increase all practitioners skills and knowledge to keep children safe as an outcome from this learning review.

During 2020/2021, several Rapid Review Meetings were held to consider if individual cases met the criteria for an LSCPR. As a consequence of those meetings the decision was taken to commission an LSCPR in two cases, Child W and Child X. Neither of those reports were ready to be published during 2020/2021 and both are the subject of police investigations. It is anticipated that they will be published during 2021/2022.

As a result of two reviews in cases where babies died whilst in bed with a parent, a task and finish group was established to develop an action plan to promote safer sleep. This work has included developing a training programme, multi-agency guidance and publicity campaigns to raise public awareness. This work has taken regard of the learning from the Child Safeguarding Practice Review Panel thematic review, “*Out of routine: A review of sudden unexpected death in infancy (SUDI) in families where the children are considered at risk of significant harm*” July 2020. The work has involved working with a wide range of agencies who work with ~~families~~ recognising a true multi-agency response is necessary to address this issue. The work has been underpinned by learning from the national thematic review, in addition to local reviews and audits.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/901091/DfE_Death_in_infancy_review.pdf

There have been a number of baby deaths in recent years that raise concern that parents are not always abiding by the principles of safe sleep despite the advice that is given to parents of new-born babies. It is intended that the work of the task and finish group will have an impact and reduce the number of these tragic cases.

All reviews result in action plans to implement the learning arising from the reviews. They are the subject of scrutiny by the subgroup to ensure that all actions are completed and embedded in practice. Examples include reviewing the Children Missing Education protocol and a renewed focus on children not being brought for medical appointments.

Child Death Overview Panel

Chair – BMBC Public Health

What we do

The Child Death Overview Panel (CDOP) is intended to help Barnsley's Local Safeguarding Partnership to develop a better understanding of how and why children die, and to inform further prevention work. It is the role of the CDOP to look at all deaths of children and young people in Barnsley, whatever the reason, to see if there is anything that we can learn from them and anything that might help us avoid such deaths happening in the future.

What we did

Four CDOP meetings were held in 2020/21, during which 14 deaths were reviewed and completed by the Panel, with the aim of developing a better understanding of how and why children die and informing prevention work to avoid such deaths happening again in future.

Of the cases completed in 2020/21, the average time between death and completed review was 268 days. The shortest time was 152 days and the longest time between death and completed review was 759 days; this case was complex and went to inquest.

The age at time of death ranged from 10 days to 17 years. Most deaths reviewed were aged under 1 year (N = 7); one of these occurred within the first four weeks of life (neonatal period).

The Panel considered how each child's death compares to others that have been reviewed previously and whether any common themes or trends emerge. As part of the process, they identify any factors which could be prevented or avoided in future and recommend any changes that need to be made to achieve this. In Barnsley, there were 10 unexpected deaths reviewed in 20/21; of these, 4 cases had at least one modifiable factor.

The modifiable factors identified were in relation to Sudden Unexpected Death of an Infant (SUDI) including parental substance misuse (tobacco, cannabis, alcohol); and the handling of sexual abuse reporting and missed GP appointments.

Outcomes for children and young people:

CDOP has supported actions taken in 2020/21 to help reduce risk factors: Development of local guidance to ensure the child death process, including the rapid response work, could continue safely via virtual means considering the Covid-19 pandemic.

Process put in place to ensure that Covid-19 testing has been carried out in all cases prior to transfer for post-mortem. Fortunately, there were no Covid-19 deaths in children during the period covered by this report either directly or indirectly because of the pandemic.

Development of a 'key worker' process that ensures families are given a single, named point of contact. This person acts as a single point of contact for the bereaved family, who they can turn to for information on the child death review process thereby improving the experience for bereaved families.

Development of a "Health Passport" for children with additional needs, to ensure that the 'passport' contains the right information relating to the child's health and communication needs, which will prevent Children and Young People having to update every member of staff when they attend health appointments and improve consistency of care.

Mobilisation of a local SUDI Task and Finish Group to implement a local SUDI action plan has focus on raising awareness and skills staff and the public by delivering:

A Borough-wide Safe Sleep Communications Plan, this included a radio advert on Hallam FM during Safe Sleep Week 2021, with a reach of 288,848 households.

A number of safe sleep briefings have been delivered to partner agencies, including GPs, Social Care, probation, housing, substance misuse services and IDAS. As a result, Social Care include a safe sleep assessment as part of their assessment process, and the promotion of safe sleep practice in their conversations with service users.

Completion of an audit of Barnsley cases of Sudden Unexpected Death of an Infant (SUDI) highlighted smoking as a factor in 100% of SUDI has led to the development of an action plan to improve smoking cessation support in the antenatal and postnatal periods to ensure smoke free environments for children and young people.

What we will do

Key recommendations for further action in 2021/22:

- Delivery of a working group to develop a clear pathway/process around SARC to ensure follow up, especially where child or young person declines.
- More funding has been secured to run another Safe Sleep campaign for a longer period, so we hope to reach more listeners.
- Recommunicate "Was Not Brought" process in General Practice and consideration of risks following failed attendances.
- Training on trauma-informed practice for services working with children and young people.
- Review and evaluate the key worker process, role and responsibilities, in line with the relevant guidance.

Child Exploitation Strategy Group

Chair - South Yorkshire Police

What We Do:

The Child Exploitation (CE) Strategy Group is responsible to the Safeguarding Children Partnership for overview of inter-agency working in all areas of CE including Contextual Safeguarding and County Lines. The Strategy Group is also responsible for the development and implementation of the Safeguarding Children Partnership CE Strategy and Work Plan.

What We Did:

In 2020 - 21 we carried out three multi-agency audits so that we can assure the Partnership that our partners are fully aware of the risks facing our children and young people from those wishing to try and harm them through CE. This includes on-line grooming specifically and on-line safety in the broader sense and pressures they may face from their peers in engaging in risk taking behaviours that might further expose them to harm.

As well as making sure the BSCP CE Strategy and Work Plan is kept up to date, the CE Strategy Group received regular reports and updates from the Multiple Vulnerabilities and Contextual Abuse Panel, which considers some of our most at risk children and young people and reports from the Missing Panel, that meets regularly to consider children and young people who go missing from home, the reasons why they go missing and what we can do to try and keep them safe.

Outcomes for children and young people:

We have strengthened local processes for identifying, assessing and protecting children and young people at risk of child sexual exploitation and criminal exploitation, to improve the response when referrals are received, to ensure that children and families get the right help and support quickly.

A daily briefing of multi-agency partners with Front Door social care has been introduced to improve real time information gathering and information sharing in relation to young people at risk of contextual safeguarding and incidents, including missing episodes overnight to provide a quick and timely response to safeguard young people more effectively from harm.

The processes for Return Home interviews for children who go Missing from home or care have been strengthened to ensure a more timely response and auditing has evidenced improvements both in timeliness and quality of work undertaken to interview young people and to understand and prevent further missing episodes (see PAQA audits)

Training has been undertaken with foster carers, residential homes and private providers with regard to the South Yorkshire Missing Protocol and the Philomena project to better protect young people at risk of harm through missing episodes.

What We Will Do:

In 2021 – 22 we will continue to conduct regular audits of cases where children and young people have been exposed to or at risk of CE. We will continue to assess the local risks that our children and young people are facing, including Harmful Sexual Behaviour and we will make sure all our partners and people that work for them are aware of what CE is and for them to be constantly vigilant so that we can keep our children and young people as safe as possible.

We are extending the knowledge and skill of all children's practitioners by providing more training on contextual safeguarding with the introduction of a specialist trainer role for the BSCP in 2021.

Policy, Procedure and Workforce Practice and Development

Joint Chair BMBC

Barnsley CCG

What We Do:

We aim to ensure we have a workforce that is supported to safeguard children in Barnsley. We strive to ensure staff are well supported and feel confident and competent to undertake their safeguarding role. This is achieved through the provision of a comprehensive training offer and assurance that staff are attending relevant training and achieving required competency. Additionally, that this is underpinned by clear, comprehensive policies which are readily available for all staff to access. Moreover, that staff have access to safeguarding supervision to support them and the caseloads they manage. Support and supervision for staff has been particularly important in the last 12 months as they have dealt with the pandemic. The role of the PPWPD is to ensure the above structures are in place and maintain oversight of these to ensure they remain relevant and we are aware of emerging issues and learning.

What We Did:

- Continued to offer a comprehensive training offer. This has obviously been challenging due to the restrictions. However, as soon as it became clear that we were going to be working differently the Chair discussed options with the Multi Agency Trainer very quickly adapted to a virtual training programme which has met and exceeded the full comprehensive offer of safeguarding training to the children's workforce and partner agencies.
- Continued to revise and add to our training offer in response to need and through learning from Local regionally as being by far the most comprehensive child safeguarding training programme and national Reviews, Best Practice, Research or due to emerging issues or themes.
- Reviewed all current policies and procedures to ensure they remain relevant and are up-to-date and established a rolling Tracker for review of policies
- Continued to quality assure the training programme offered
- Continued to develop a successful programme of learning for safeguarding leads
- Generated a substantial amount of income to reinvest in the training offer
- Organised several successful conferences/masterclasses via a virtual platform
- Developed new training packages:
 - Bullying & Links to trauma
 - Sexual Abuse within the family
 - Working with those who cause sexual harm,
 - Safeguarding young people against gaming and gambling related harm
 - Supporting young people through loss and bereavement
 - Safeguarding young people in the first year of life
 - Suicide Prevention
 - Managing unwise decisions for 16+
- Developed and disseminated a new professional escalation policy, tracker and learning tool.
- Supported the joint work across Adults and Children's Social Care to develop the multi-agency monthly Directions Panel to ensure vulnerable young people 16 years plus are supported and helped to prepare effectively for their transition to adulthood
- Co-production with SEND and other Youth Forums to develop a refreshed Anti-Bullying strategy with a Commitment signed up to by schools and a training plan for 2021-22
- Continuing to offer an up-to-date and comprehensive training offer, ensuring we have relevant policies and procedures and supporting our workforce - has helped to ensure we have a workforce that is well positioned, knowledgeable, confident and supported to deliver better outcomes for children and young people.

Outcomes for children and young people:

On behalf of the BSCP the Barnsley Safeguarding Children multi-agency Training Programme represents one of the most comprehensive safeguarding training offers in the country with over 100 training courses, conferences and seminars on offer. This work helps to upskill the children's workforce to ensure that all front-line practitioners in Barnsley and their managers have the skills, knowledge and toolkits to effectively identify children in need of support or at risk of harm, intervene timely and appropriately to provide the right support to them and their families. Staff who have received training have fed back how they have improved their practice because of training to better safeguard children.

The subgroup has also reviewed and strengthened policies and procedures in the light of learning from quality assurance work and child safeguarding practice reviews to ensure their effectiveness and application. An example is the work to improve the application of the multi-agency Pre-Birth Pathway to ensure effective joint working and communication across health agencies, midwifery, health visiting and children's social care. This work has led to better information sharing and planning prior to the birth of babies as evidenced by audit activity.

What We Will Do:

- In 2021 – 22 we continue to look to provide a similar comprehensive training programme in a virtual format until we can return to face to face training. We will continue to keep abreast of what is happening locally and nationally and ensure our policies and training reflect and address any gaps. Develop Multi Agency procedures for safe sleep.
- We will develop multi- agency procedures for safe sleep to support and guide staff in all agencies to promote safe sleep practice and assess risk.
- Redevelop the procedures on bruising/injuries on non-mobile babies and fabricated and induced illness.
- Develop a training programme to reflect the learning from recent local reviews
- Update existing training Communicating with Children to the Importance of Hearing the Voice of the Child, with additional focus on why it's important that we hear the voice of the child.
- Promote training and better understanding in relation to Transitional Safeguarding for Young Adults in partnership with the Adults Safeguarding Board and Adults Social Care.

Safeguarding Children with a Disability or Complex Health Needs

Chair - BMBC

What We Do:

One of the more vulnerable groups in society is those who either have a disability and/or complex health needs. The Partnership considers it very important that it continues to have oversight of this group of children and young people and that the needs of this vulnerable group are being met.

The role of the Safeguarding Children with Disabilities or Complex Health Needs subcommittee is to make sure that partners are working together to ensure the support needed is available for this group of vulnerable children and young people and to work alongside colleagues and partners of the Adult Safeguarding Board to ensure appropriate arrangements are in place for when these young people transition into adulthood, particularly with regard to relevant training.

What We Did:

We carried out quarterly themed audits to give the Safeguarding Children Partnership assurance that children with disabilities and or complex health needs receive the support they need and that appropriate plans are in place to keep them safe. We worked with colleagues across the partnership to ensure that transition protocols are in place to support children and young people when they transition from receiving help and support from children's services to accessing help and support from adult services.

Outcomes for children and young people:

We have built strong positive relationship between adult service and children's services to ensure that transitions are timely and children and families understand their pathway, what to expect and the timescales. This means that children have a streamlined service where adults and children both know families and young people well and understand their needs. This has reduced anxiety for families and helped young people and their families plan for what comes next.

The joint working between adults and children's social care has enabled social workers to become more confident about the process and ensure that transitions are managed across services and this means families are not left in the middle but are informed early of plans and supported throughout.

Where young people don't meet the criteria for existing transition pathways but do have additional needs post 18years they are now at an early point brought to the Directions Panel so that children and adult services can think about how best to support vulnerable young people as they move into adulthood and ensure they have the best possible start to adult life with the right services in place. This has meant children do not slip through the cracks and are can access the right support at the right time.

Embedded a collaborative approach to EHC where we have full embedded a joint working approach. This means that children's needs are fully understood when planning for their futures and the professionals around them have a shared understanding of their needs. This ensures children have a timely EHC plan that is fully contributed to by health, education and social care. This has reduced delay for children in the EHC plan being completed and has improved the quality of planning.



What We Will Do:

We will continue to work alongside partners in both children's and adult services to ensure colleagues are aware of their responsibilities towards this group of children and young people and that appropriate services are available

Listen to the voice of children and young people with SEND issues and support partners, to work collaboratively to improve services for children with special educational needs and disabilities

Develop co-production work with young people to tackle bullying, loneliness and exclusion issues that young people have told us they want to be addressed

Work with education settings in Barnsley, young people and families to improve the daily experience of all children with complex needs and disabilities.

Provide the best possible transitions for young people to ensure that they and their families are clear in what should be expected. The next step in this process is to develop a guidebook for transitions for families and to develop training for adult and children social care staff to ensure that all understand process. This will ensure young people and their families are informed about the process understand what should happen and when and will be able to plan for themselves what changes this might mean for them. Our priority is that transitions are progressed with families understanding their needs and enabling them to be actively involved in the transition at an early point.

Continue to build relationships between health, education and children social care to ensure that EHC plans are as robust as possible, and that this supports children being able to get the services that they need.

Children will get the right support at the right time, that this is based on assessment of need and that support is provided at the right level. Where this is step down to early help that we build strong links with partners to ensure children continue to access the right support and where this changes that we respond quickly to changing need.

Performance Audit and Quality Assurance Subgroup

Chair - BMBC

What We Do:

On behalf of the Partnership, we carry out regular checks of individual agencies safeguarding practice. We oversee and scrutinise key, cross cutting performance indicators. We secure quality assurance through findings from single and multi-agency audits and use this information to improve practice across the partnership.

What We Did:

March 2020 – Children subject to S17 or S47 assessment for concerns regarding Familial Sexual Abuse. Learning points:

- Timely identification of risk and completion of assessments
- Children were on appropriate plans with the right support in place
- Good multi-agency working and information sharing
- Need to identify wider family members more as source of support/safety
- Need to make more use of other support services for victims such as BSARCs

June 2020 – Children referred to social care in least 3 months with concerns regarding Neglect:

- Evidence of good partnership working
- Graded Care Profile not being used consistently by health visitors
- Limited evidence in assessments of the voice of the child
- Strategy meeting minutes not consistently shared with partner agencies
- Need to improve feedback to partner agencies with assessment outcomes

August 2020 – Children Missing from Home or Care and Return Home Interviews:

- All young people in the cohort audited had an assessment of their needs and a safety plan
- Evidence of good inter agency working and information sharing
- Good evidence of persistence by staff to interview young people after missing episodes to understand the reasons why and the risks around them
- Return Home Interviews were offered to all young people who went missing within 72 hours, in line with the South Yorkshire Missing Protocol and appropriate support offered.

October 2020 – Unborn children subject to Pre-Birth Assessments:

- Good evidence of joint working across agencies and early identification of unborn at potential risk
- Timely work to progress child protection and legal processes for babies at risk of significant harm
- Birth Plans were not always developed and shared with midwifery on every case
- Joint visits with midwives and health visitors are not happening consistently in line with the agreed Pre-Birth Pathway
- Some evidence that the quality of assessments and intervention with families was impacted by the Covid-19 pandemic with less structured home visits to families

February 2021 – Quality of Assessments for children in need of help or protection (S17 and S47)

- Strong partnership working with good information sharing in the MASH
- Safe Sleep messages being given to parents by social workers and health staff
- Found some delay in identifying Lead Professional at case that had stepped down which led to drift in the plan for the child and family
- Some written assessments lacked depth of analysis and professional curiosity

Outcomes for children and young people:

PAQA also considered findings from dip samples and case audits completed by children's social care on a range of issues to offer further scrutiny of the quality of safeguarding practice and internal learning reviews. This has been particularly important during the pandemic with raised concerns regarding Hidden Harm to children and young people. Recommendations from all Audit activity are developed into specific action plans which feed into continuous service improvement work and learning is shared across the Partnership.

Good practice is identified through audit activity and celebrated so that we can share and improve the quality for practice for young people across the partnership, to make children feel safer, valued, listened to and respected. Practice which falls below standard is addressed quickly by individual agencies and with individual workers and learning themes for improvement are woven into our Partnership Continuous Service Improvement Plan to provide outstanding services for children and families in Barnsley.

What We Will Do:

In 2021-22, PAQA will continue to carry out multi-agency audits to give the Board assurance that partners are doing everything they can to keep children and young people safe in Barnsley. We will continue to oversee multi-agency audits that test quality delivered by the BSCP Subgroups. As we emerge from the Covid-19 pandemic we will work with partners to ensure that new ways of working are effectively meeting the needs of children and families and we will continue to scrutinise cross cutting performance indicators and measures, to secure evidence that children in Barnsley are safeguarded. In particular, we will be examining the performance and quality of multi-agency work undertaken with: Missing Children & Return Home Interviews, Children Electively Home Educated, Children subject to CIN and CP Plans and Pre-Birth Assessments to check that learning from quality assurance activity and from training has been effectively embedded across all agencies.

Looking Forward - Our Priorities for 2021-22

In 2021-22 the Partnership will continue its strategic priorities to safeguard children as set out in this report. It will strengthen the scrutiny of safeguarding effectiveness across the partnership and with the introduction of the Independent Scrutineer role, will review the Partnership arrangements and process to ensure that children's outcomes are improved by effective joint working on safeguarding.

In particular, the Partnership will be focussed upon:

- Reducing the numbers of children harmed by overlay
- Embedding the learning from local and national child safeguarding practice reviews into practice
- Working closely with the 3 statutory safeguarding partners to improve our work across the partnership on neglect and poverty proofing, taking into account the impact of the pandemic on the communities of Barnsley and the effects of neglect upon children and promoting more use of the Graded Care Profile by all staff
- Implement the recommendations and learning from the recent Ofsted report (May 2021) into sexual harassment and sexual abuse in schools and incorporate the challenge on this into our S175 safeguarding survey with all schools
- Implement the revised anti bullying strategy and action plan with schools and partners to respond positively to the voice of young people to provide more safety and freedom from bullying and harassment in their daily lives
- Strengthen our engagement with young people and their voice in the development and co-production of safeguarding strategies and the work of the Partnership.
- Increase the take up and effectiveness of Early Help and support to families as we recover from the pandemic

Summary

It can be seen from this report that 2020-21 was a challenging year for all services but especially for the children and families in Barnsley that we work together to support. The Safeguarding Partnership has played an important role in bringing agencies together to debate issues and to provide assurance through audit activity and multi-agency training that partners are fully sighted on the risks to children and young people and are working together effectively to support their families and to safeguard children from harm. The Partnership has delivered the highest ever level of training support to multi-agency partners by adapting positively to virtual working, which has resulted in higher levels of engagement and increased efficiencies for all services. This trend will continue into 2021-22 as a new way of working, with occasional meetings in person to help reaffirm the strong relationships that partnership thrives upon.

Looking forward to 2021-22 the Partnership will drive forward with the strategic priorities and continue with the work of the subgroups, whilst seeking to strengthen our engagement with children and young people and listening to their voice regarding their priorities for keeping them safe from harm. We will learn from Child Safeguarding Practice Reviews, locally and nationally to ensure that learning is shared widely to improve practice and procedures where necessary. We will examine the quality of safeguarding work across the Partnership through our audits and information gathering and work together to address issues and to identify gaps in service provision for children. We will strengthen our quality assurance of safeguarding in Barnsley by the introduction of the role of Independent Scrutineer to hold all agencies to account for the difference made to children and young people.

We will further develop our work to support the most vulnerable children and those with complex needs and disabilities to achieve a good and safe transition into adulthood and work with partners to provide the right help and support where it is needed. We will continue with a strong focus on contextual safeguarding and transitional safeguarding and we will remain vigilant regarding emerging safeguarding issues as they affect children and young people in Barnsley. As we recover from the pandemic we will be closely sighted on the impact upon children and families, especially regarding the most socially disadvantaged and most vulnerable to ensure that they get the right help and support when needed. We will work closely with all partner agencies to strengthen the early identification of need and to promote effective Early Help for children and families to improve their resilience and enable children to grow up safely within their own families and communities, wherever possible.

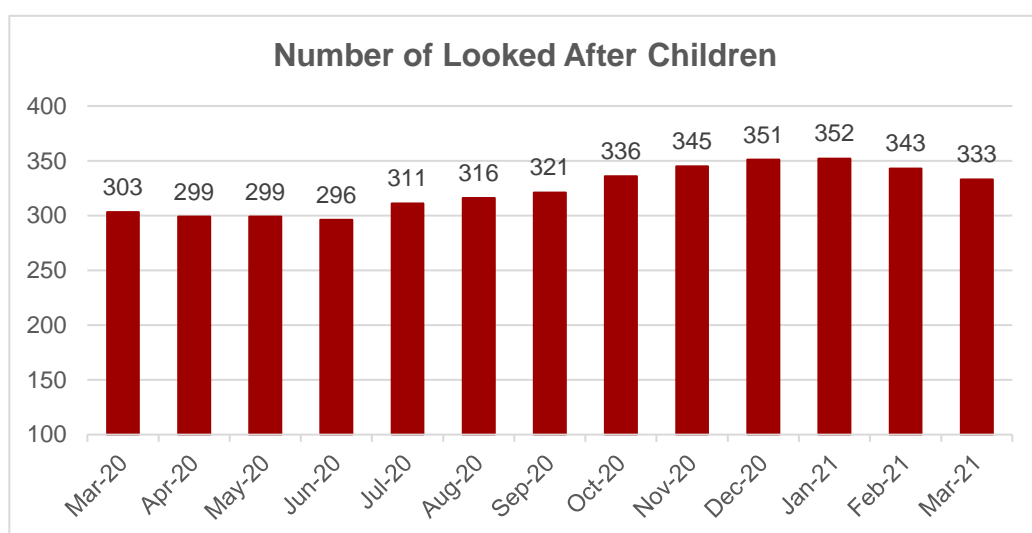
The Safeguarding Landscape in Barnsley

Although the figure fluctuates slightly, for a number of reasons, there are c. 52,000 0 -18year old children and young people living in Barnsley.

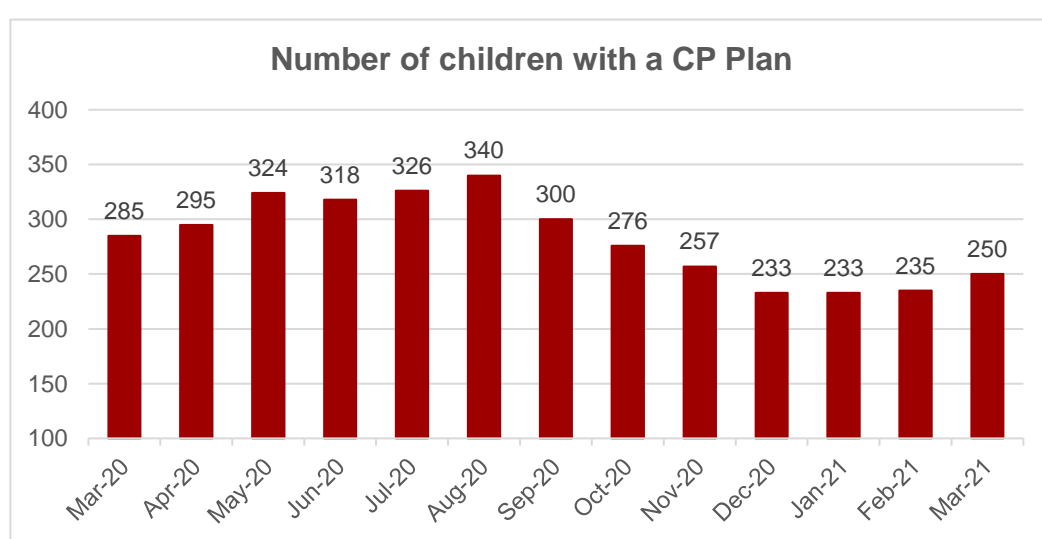
The below graph shows the number of Looked After Children, the number of children on a plan in and the number of Children in Need in Barnsley through 2020/21. We have seen a rise in children requiring more intervention for help and protection during 2021 which is related to the impact of the Covid-19 pandemic and the increased pressures faced by many families, particularly more vulnerable families. The number of children subject to Child Protection Plans did decrease in the latter half of 2021, from an all time high in August 2020, but this number has continued to increase steadily since and is still an area of work which receives a high level of scrutiny to ensure that the right help is being given to children at the right time for their needs.

There are also approximately 2,890 children receiving support through early help on an open Early Help Assessment. The number of children receiving Early Help support has increased during 2020-21 as can be evidenced by the increase in the number of Early Help Assessments provided and completed. This accords with the Partnership priority of Prevention to increase the availability and take up of early help and support by families to help prevent problems in families escalating to the point where they need statutory intervention. This also supports Barnsley's aspiration to help enable families to be stronger and more resilient to support their children.

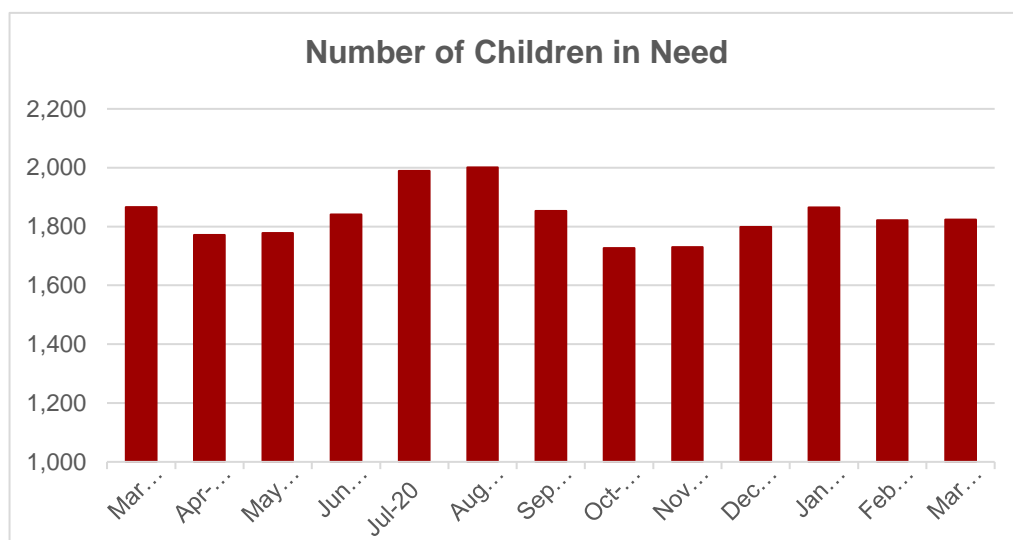
Mar-20	303
Apr-20	299
May-20	299
Jun-20	296
Jul-20	311
Aug-20	316
Sep-20	321
Oct-20	336
Nov-20	345
Dec-20	351
Jan-21	352
Feb-21	343
Mar-21	333



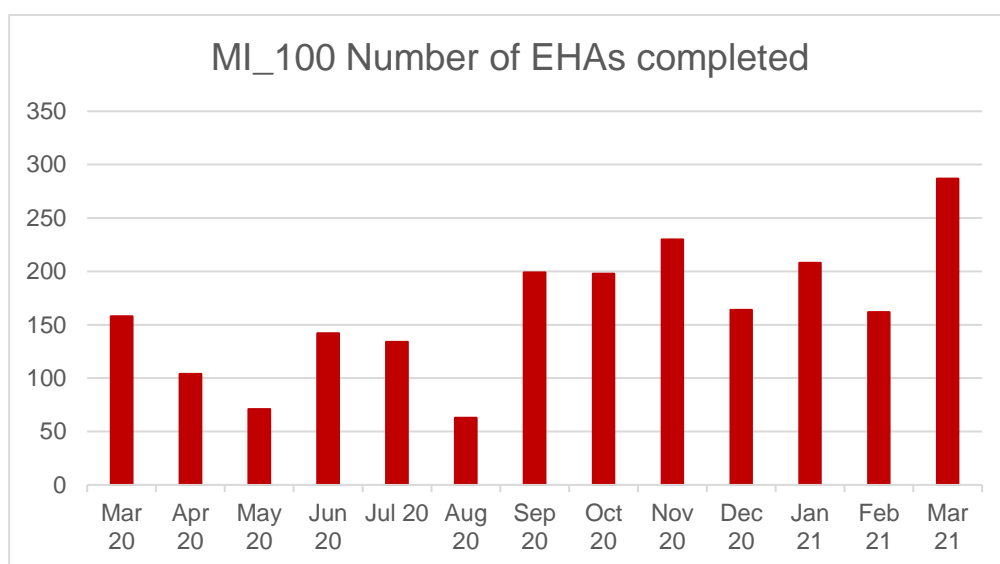
Mar-20	285
Apr-20	295
May-20	324
Jun-20	318
Jul-20	326
Aug-20	340
Sep-20	300
Oct-20	276
Nov-20	257
Dec-20	233
Jan-21	233
Feb-21	235
Mar-21	250



Mar-20	1,866
Apr-20	1,771
May-20	1,778
Jun-20	1,841
Jul-20	1,989
Aug-20	2,001
Sep-20	1,853
Oct-20	1,727
Nov-20	1,730
Dec-20	1,799
Jan-21	1,865
Feb-21	1,821
Mar-21	1,824



Mar 20	158
Apr 20	104
May 20	71
Jun 20	142
Jul 20	134
Aug 20	63
Sep 20	199
Oct 20	198
Nov 20	230
Dec 20	164
Jan 21	208
Feb 21	162
Mar 21	287



What to do if you are worried about a child

If the child is in danger

Call the police on 999 or (01142) 202020.

If the child is not at risk of immediate harm

If you're concerned about a child, but they're not in immediate danger, it's still important to share the information with us as soon as possible.

If your call is not urgent contact the Assessment Service on (01226) 772423. Our offices are open between Monday and Friday from 9am to 5pm.

Out of hours emergencies, if you want to report your concern urgently and our offices are closed, you can contact our Emergency Duty Team on 01226 787789. They work on weekends and bank holidays and deal with issues that can't wait until usual office opening hours.

<https://www.barnsley.gov.uk/services/children-families-and-education/safeguarding-families-in-barnsley/safeguarding-children-in-barnsley/worried-about-a-child/>

Barnsley Safeguarding Children Partnership Budget

Safeguarding Children Partnership
Income & Expenditure Statement as of 31st March
2021

Income	
NHS Barnsley CCG	
Contribution	49,000
Police & Crime	
Commissioner	19,441
National Probation Service	1,037
BMBC's Contribution	<u>109,104</u>
Total Income	<u>178,582</u>
	-
Employee Pay Costs	111,861
	-
Computers	6,832
	-
General Expenses	68
Professional	-
Fees/Consultancy	42,036
	-
Business Support	<u>17,785</u>
	-
Total Expenditure	<u>178,582</u>

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BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

**REPORT OF THE
EXECUTIVE DIRECTOR OF ADULTS & COMMUNITIES
TO CABINET ON 22 SEPTEMBER 2021**

Public

ANNUAL REPORT OF THE LOCAL SAFEGUARDING ADULTS BOARD

1. PURPOSE OF REPORT

- 1.1 To inform the cabinet of the work undertaken by the Barnsley Safeguarding Adults Board (BSAB) during 2020/21 and the publication of its latest Annual Report.

2. RECOMMENDATIONS

- 2.1 **Cabinet is recommended to note the Annual Report, in conjunction with the progress of the Board in meeting its responsibilities to keep adults in Barnsley safe.**

3. INTRODUCTION

- 3.1 Following the introduction of the Care Act in 2015, Adult Safeguarding became a statutory responsibility and requires all Local Authority areas to establish a multi-agency Board with an independent chair. The main responsibilities of the Board are to

- ✓ Provide assurance that single agency and multi-agency responses to prevent and respond to safeguarding are robust
- ✓ Evaluate the need for a Safeguarding Adults Review (SAR) when an adult dies and there are concerns about the quality of the multi-agency responses
- ✓ Produce an annual strategic plan and report on progress against this in the annual report.

- 3.2 The BSAB annual report was signed off by the Board on the 29 July 2021 and is attached as Appendix 1. The Cabinet's Spokesperson for Adults & Communities attends BSAB meetings as an active member and receives all reports.

3.3 Summary of BSAB report (2020/2021)

The report shows that despite the challenges of Covid; 96% of adults, subject to safeguarding, reported that the risks they faced had been removed or reduced. (Same percentage as 2019/20). (page 7)

- 3.4 On page 8, Barnsley adults report that services make them feel safe and secure and that the support of adult social care keeps them safe; our data shows that we continue to be above both regional and national comparators.
- 3.5 Our partnership working to safeguard adults continues to be strengthened and this is illustrated in the two case studies shown on pages on page 9. The Board receives case examples in the quarterly dashboard and by receiving “cases from the frontline” at Board meetings.
- 3.6 The increase in referrals to support adults who are self-neglecting and/or hoarding reflects the changes in practice resulting from local and national Safeguarding Adults Reviews and Lessons Learnt and demonstrates the increased confidence of staff to engage with this work. (page 5)
- 3.7 The number of safeguarding concerns received about adults in their own homes increased significantly in 2020/2021 (from 40% (2019/20) to 51%). This brings Barnsley into line with regional and national comparators and is due to a reduction of the number of adults in care settings, increased early identification of adults who are hoarding and self-neglecting and closer contact with family members who have raised more concerns this year. (see page 5)
- 3.8 The key achievements of the Board and its Sub Groups are listed on page 11. A risk that the Board had struggled to address for a while was capacity to deliver training and we have now secured the resource and appointed a part time Multi Agency Trainer which enables the Board to deliver, free, high quality training and development opportunities mapped against an agreed training strategy.

A development event was held for BSAB in 2020, supporting the creation of a new three-year strategic plan underpinned by work plans that will provide additional assurance to the Board of its ambition to keep adults safe.
- 3.9 The Board acknowledges the challenges faced by Safeguarding Adults Forum by Experience (SAFE) customer group members, many of whom were required to “Shield” during the year because of their own vulnerabilities or the people they care for. Despite the lack of face to face meetings the group was actively involved in the design and delivery of new publicity materials and policies.
- 3.10 The Board’s commitment to cascade the learning from SAR’s and other learning reviews is demonstrated by the training events highlighted on page 15. The Board has committed to complete audits into completed SAR action plans not later than six months after they have been completed to test the impact on practice.
- 3.11 We are delighted to welcome five new members to SAFE and we are working with the group to support their return to face to face conversations. We also will be involving them in a review of the Safeguarding Adults Website and contributing to SAW 2021 in the coming months.

4. PROPOSAL AND JUSTIFICATION

- 4.1 That Cabinet note the Annual Report, in conjunction with the progress of the Board in meeting its responsibilities to keep adults in Barnsley safe.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 This has not been necessary as the purpose of the report has been to highlight the work of the BSAB and illustrate its compliance with the Care Act and Making Safeguarding Personal responsibilities.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 Keeping people safe is one of the Council's highest priorities, it is essential that local people have confidence in safeguarding services and know what to do when they are concerned about their own or someone else's safety. The creation of the SAFE group will embed this knowledge more robustly within Barnsley communities.

7. FINANCIAL IMPLICATIONS

- 7.1 The Service Director – Finance and his representative have been consulted in drafting this report.
- 7.2 The total cost of discharging the responsibilities of the BSAB in 2020/21 is £107,849 and mainly relates to cost of the independent Chair, Board Manager, Multi-Agency Trainer and associated business support costs. The above is inclusive of additional funds provided by the Clinical Commissioning Group to fund Safeguarding Activities.
- 7.3 The Council is the largest funder, with the remainder of the funds coming from the Clinical Commissioning Group and the Police and Crime Commissioner (PCC).
- 7.4 Funding of £35k has been earmarked and carried over to 2021/22 (agreed by the BSAB) and is linked to the delay in appointing to the Multi-Agency Trainer post and the end of the financial year contribution by the CCG for Safeguarding Awareness Week 2021.

8. EMPLOYEE IMPLICATIONS

- 8.1 No workforce implications arising from consideration of this report

9. LEGAL IMPLICATIONS

- 9.1 No legal issues arising from consideration of this report

10. CUSTOMER AND DIGITAL IMPLICATIONS

- 10.1 The report will be available as a digital resource on the web site and can be printed, if required. Expected publication date 16 August 2021

11. COMMUNICATIONS IMPLICATIONS

- 11.1 The communication team has worked closely with the Adult safeguarding board to offer a more digital and accessible approach for the council and its partners when delivering this plan. An interactive document has been created that can be emailed or printed. This is accompanied by a web page that supports this information. The web page is an ideal vehicle to deliver accessible content for the council and partners. The web link can be sent out, used on partners websites and accesses directly here –

<https://www.barnsley.gov.uk/services/children-families-and-education/safeguarding-families-in-barnsley/safeguarding-adults-in-barnsley/barnsley-safeguarding-adults-board/annual-report-202021/>

Communications worked closely with the board to display this information using video and graphics to explain the narrative and deliver information.

The communications team continues to work closely with the board to achieve our aspirations around informative comms for adult safeguarding.

12. CONSULTATIONS

- 12.1 All Barnsley Safeguarding Adults Board partners were consulted and provided the case studies. (see page 18)

13. EQUALITY IMPACT

- 13.1 Not applicable - the report does not contain any information that requires an EIA.

14. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

- 14.1 The report and the activity of the Board, throughout the year support the Corporate priority of “People Achieving their Potential” by keeping them safe from harm, The Website is the source of additional materials.

15. TACKLING THE IMPACT OF POVERTY

- 15.1 Agreement between BSAB, BSCB and the Barnsley Safer Partnership resulting in a joint Board Protocol will support joint action to tackle poverty that impacts on our ability to keep adults and children in Barnsley safe

16. TACKLING HEALTH INEQUALITIES

- 16.1 The Annual Report will be considered by the Health and Wellbeing Board and issues included in relevant action plans.

17. REDUCTION OF CRIME AND DISORDER

- 17.1 We have seen over the last twelve months a much stronger relationship developed between Adult Social Care, South Yorkshire Police and Safer Barnsley Team which is absolutely necessary if we are to tackle areas such as neglect, homelessness & safeguarding, cuckooing.

We also have committed to examine the learning from either local SARs or lessons learnt or SARs from other parts of country to identify any actions to reduce the risk of harm to adults in Barnsley. The case study provides an example of BSAB's commitment to reduction of crime and disorder to keep adults safe in partnership.

18. RISK MANAGEMENT ISSUES

- 18.1 The Board has a risk register and strategic plan, which it reviews at each meeting. BSAB receives updates from all the Sub Groups against their work plans and will examine any slippage in progress and take appropriate action. Quarterly data is received from all partners to provide assurance that risks are being managed across the partnership. In addition, Adult Social Care progress in managing safeguarding cases is monitored by its Business Unit and escalated to the risk register if applicable.

19. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

- 19.1 There are no implications emerging through consideration of this report

20. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

- 20.1 The report does not demonstrate any challenge to our requirement to comply with the Human Rights legislation

21. CONSERVATION OF BIODIVERSITY

- 21.1 There are no implications for the protection of the local environment or the conservation of biodiversity emerging through this report

22. GLOSSARY

None applicable

23. LIST OF APPENDICES

Appendix 1: BSAB Annual Report 2020/021

24. BACKGROUND PAPERS

Background papers used in producing this report are available to view by contacting the BSAB manager – CathErine@barnsley.gov.uk

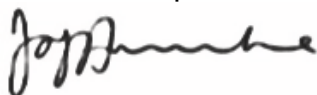
Officer contact – Julie Chapman Service Director: Adult Social Care and Health)

Email –JulieChapman@barnsley.gov.uk

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

Report author: Cath Erine

Financial Implications/Consultation



Joshua Amahwe (13/08/2021)

.....
(To be signed by senior Financial Services officer)



ANNUAL REPORT

2020 - 2021



Barnsley - the place of possibilities

**Healthy
Barnsley**

**Learning
Barnsley**

**Growing
Barnsley**

**Sustainable
Barnsley**

CONTENTS

- Independent Chair's Foreword
- Definition of Abuse and how to raise a concern
- Safeguarding Adult's Data. Who have we been able to help to stop harm and abuse?
- Case Studies
- Key Achievements in 2020 – 2021 13
- Safeguarding Adults Reviews (SAR) - Learning Lessons
- Progress on action included in the 2019 - 20 strategic plan
- Structure of the Board
- Board Budget 2020 – 2021
- Barnsley Safeguarding Adult Board Partners



WELCOME TO THE ANNUAL REPORT OF THE BARNSELY SAFEGUARDING ADULTS BOARD (BSAB)

The year covered by this report, 2020/21 saw the world react to the COVID 19 pandemic. As we all know it has had a significant impact on all of us, with many families suffering personal tragedies.

It has also had a massive impact on how services have had to respond to safeguarding the most vulnerable people in our communities. I have witnessed the tremendous effort that many agencies, and individuals, in Barnsley have made to keep their fellow citizens safe often whilst putting themselves at risk. That includes members of the public who have taken an increased interest in the circumstances of the vulnerable in their communities.

Throughout the year, the Barnsley Safeguarding Adults Board has kept its work going and has taken a very keen interest in how services have managed to keep doing their work whilst facing a set of circumstances never experienced before in our lifetimes. The Board, and its subgroups, have continued to meet albeit via video conferencing and have continued to make improvements.

I would particularly draw attention to the fact we have been able to employ a part-time multi-agency trainer, a real step forward in our arrangements. It means that we can now offer our own training packages, mapped against national competencies for health and social care staff. Delivered locally, via E-learning and video conferences, to staff and volunteers who work with adults at risk

Page 67. I have, with significant support from Board members reviewed our strategic plan and our priorities. This has strengthened the link between the work of subgroups and the Board itself and has helped the Board to identify successes and areas for additional work. The priorities agreed are:

- **Ambition 1:** To ensure that collectively we all work hard to prevent harm and abuse across Barnsley.
- **Ambition 2:** To develop citizen-led approaches to safeguarding
- **Ambition 3:** To continue to develop safe transition experiences for young people
- **Ambition 4:** Learning together and continually improving

Self-neglect and hoarding continue to be of concern. Despite considerable effort to improve the working practices and the training of staff, we are still seeing cases of chronic neglect and severe hoarding. I am confident that we have a better understanding of issues that can often lead to a person becoming isolated, self-neglecting and potentially then living in very poor circumstances; for example, the death of someone who has played an important role in their lives. We will continue to work hard at making an impact in those cases that come to the attention of services, but my plea is that members of the public be prepared to contact services to let them know of any individual who may be starting to decline in this way. Early contact is one of the key things that services can do; by acting early it can prevent situations from becoming much worse.

As the Independent Chair, I can say that the Board and its member agencies, continue to display a high level of commitment to keeping the most vulnerable in our community safe and this annual report gives much more information on the work of the Board and safeguarding in Barnsley.

Robert Dyson QPM, DL
Independent Chair, Barnsley Safeguarding Adults Board

WHAT IS ABUSE?

Abuse is any action, deliberate or unintentional, or a failure to take action or provide care that results in harm to the adult (this is called neglect).

[There are many different types of abuse; more details about abuse can be found on the council website by clicking here.](#)

The website tells you how you can tell us if you, or someone you know, is being harmed or abused.

WHO DO WE HELP KEEP SAFE? (ADULT SAFEGUARDING)

We help to keep all adults aged 18 and over safe who:

- need care and support, even if they are not getting care or support now
- are experiencing, or at risk of, abuse or neglect
- as a result of their care and support needs is unable to protect themselves from either the risk of abuse or the experience of abuse or neglect

Adults who are not able to speak up for themselves are particularly vulnerable and we all need to speak up to keep them safe.

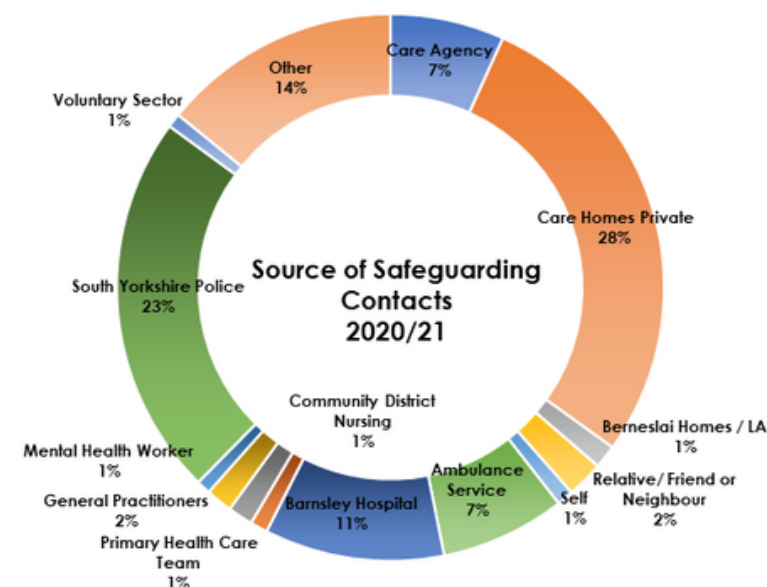
SAFEGUARDING DATA

Page 60 told us they had concerns an adult was being hurt?

In 2020/2021, Adult Social Care received 2,023 concerns, up from 1,695 received in 2019– 2020. This is a 20% increase; however, only 29% (591 adults) needed safeguarding or social care support. This figure does not include adults who experienced domestic abuse).

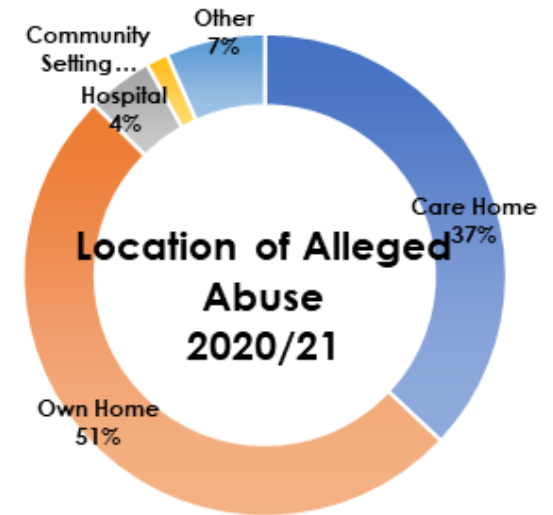
Barnsley Safeguarding Board encourages people to tell us about adults they feel may be at risk of harm, they may not need safeguarding, but we can signpost them to other sources of help and support. The Board is committed to supporting all workers and volunteers to share high-quality safeguarding concerns and has developed a range of training and guidance documents to help workers. The annual audit programme includes a review of the quality of safeguarding concerns received by Adult Social Care and an evaluation of the responses sent to the referrers.

Relatives sent in 25% more concerns; this may be due to the impact of COVID-19 and families spending more time together with less contact from workers and professionals. GP referrals increased by 42%, but only 11 GP practices shared concerns. In the coming year, the Board will support an evaluation of GP's involvement in safeguarding and offer any training required. Barnsley Hospital shared 87% more concerns during 2020 – 2021 than the previous year (216 cases), reflecting the expansion of the safeguarding team at the hospital and their commitment to safeguarding training. Berneslai Homes sent in small numbers; however, they have shared data with the Safeguarding Adults Board of high levels of preventative work with tenants. The Board recognises and celebrates the high level of prevention work by many organisations as part of their commitment to prevent harm and abuse.



LOCATION OF ABUSE

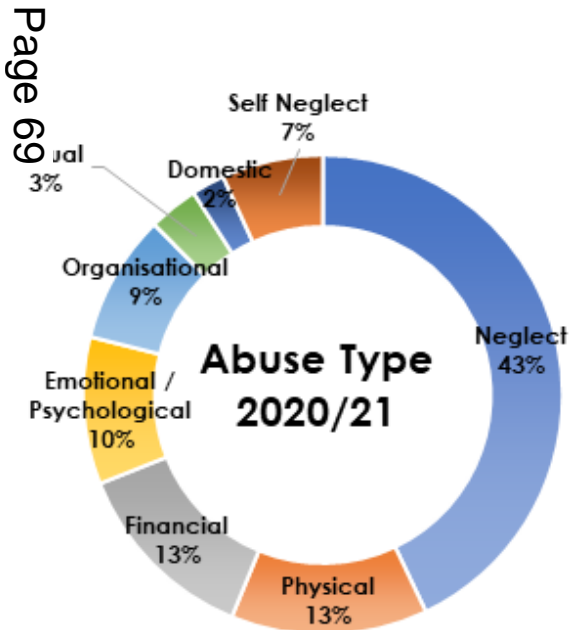
The percentage of safeguarding concerns about adults living in care homes dropped from 44% to 37% this year. The decrease is linked to a reduced number of adults in care homes, decreased visits by family and professionals; however, the Board acknowledges that most care homes provided high-quality care despite the challenges to staffing resulting from Covid. The percentage of concerns about abuse in adults' homes increased by 11% (from 40% in 2019/20 to 51% in 2020/21). This brings Barnsley in line with national data and suggests that training to support workers and volunteers to recognise and report financial abuse has been successful. Sadly many adults were victims of scams or abuse by family and friends, who were trusted with money and bank cards, as a result of having to "Shield" due to health vulnerabilities. The Board worked with communication colleagues to advertise these scams as soon as they were identified and to support adults to protect themselves. The positive action taken to identify vulnerable adults in the community at the start of the first lockdown helped identify adults at risk of harm and highlighted a number of adults who were self-neglecting and/or hoarding.



TYPES OF ABUSE

The percentage of self-neglect and/or hoarding cases managed within safeguarding increased by 3% on the previous year. We are pleased that the new policy and training has raised awareness of the issue and supported a strong multi-agency response to the risks. Specialist hoarding training was agreed to support workers to respond, in line with research and best practice. The percentage of financial abuse cases fell from the previous year, however, the number received in the year increased, reflecting the increase in the total number of concerns received. Safeguarding has enabled many adults to regain control of their money and set up alternative arrangements to help them during the pandemic. The communications plan for 2021- 2022 will include a strong focus on providing information to adults about safeguarding and giving them the knowledge to take action that will prevent or stop it.

The percentage of organisational abuse cases investigated in care settings rose in 2020/21, after a fall in the previous year. The Board acknowledges that care services (care homes and care at home services) have worked in very challenging circumstances during the year managing the impact of COVID-19 and the majority have delivered high-quality care and support. The Board will work closely with partners and the Quality in Care Improvement Forum to support excellence in all care settings in the coming year.



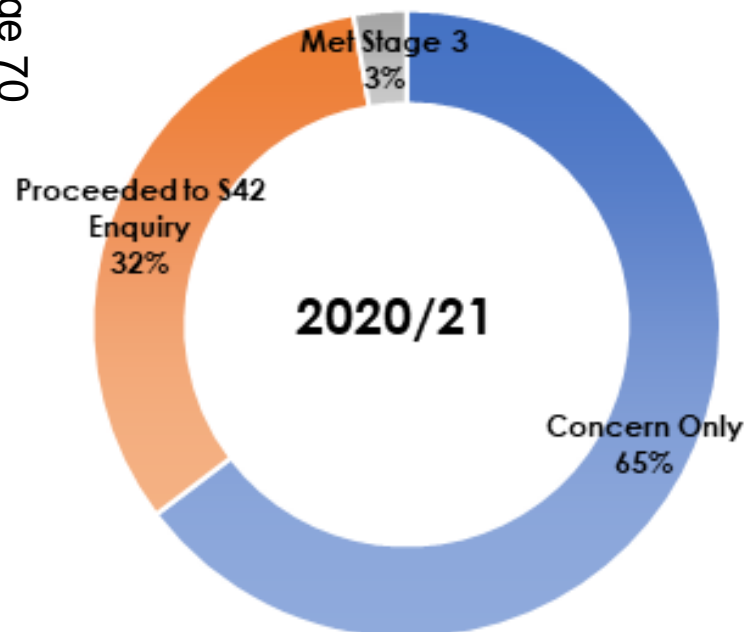
SAFEGUARDING ADULTS – S42 ENQUIRIES

A section 42 enquiry begins when an adult meets the three-stage test (see page 4) and they agree, they want help to stop the harm/reduce the risks or are unable to make the decision due to dementia etc. It is then agreed that they need safeguarding using the Mental Capacity Act (2005) Best Interest decision-making process.

- An assessment or review of care by Adult Social Care
- Signposting information to specialist services
- No further action as the adult declined any help at this time

The adults we supported to stop harm and abuse via an S42 enquiry are illustrated below:

Page 70

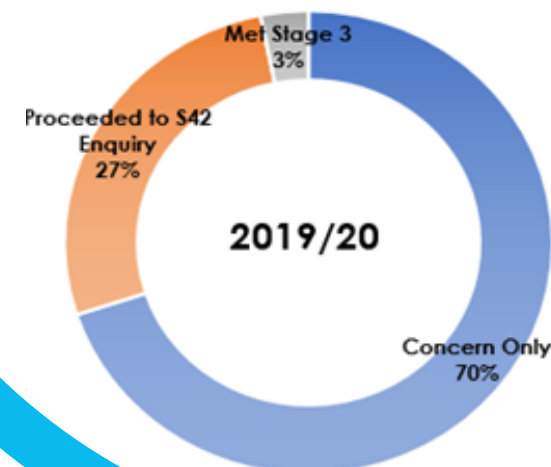


- The increase in reporting of abuse involving men is positive (up from 30% to 43%) as they are often under-represented in the data as they are more likely to decline support.
- The rise in the number of adults aged 65+ (up from 70% in the previous year to 80% this year) is in line with national data and reflects the increased reliance on services or family support.
- The proportion of black and minority ethnic adults referred for safeguarding support (4%) is in line with our demographic data.

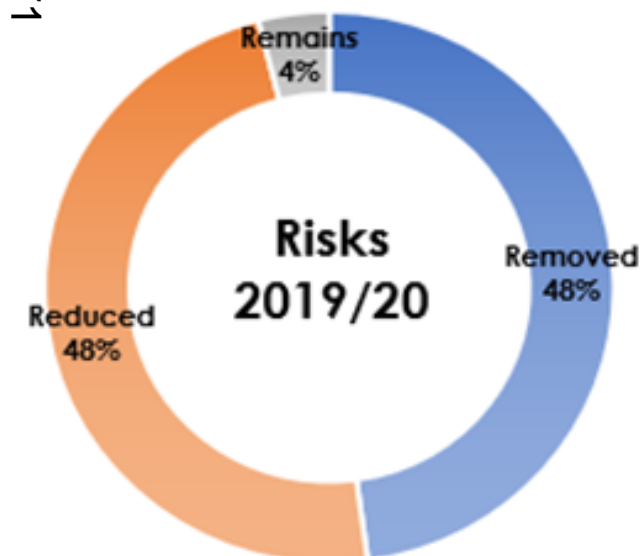
CONCERNS, S42 AND MAKING SAFEGUARDING PERSONAL - QUARTER 3 AND 4 - 2020/21

The 30 cases that met the three-stage test were offered services to make sure the adults were safe outside of safeguarding, in line with the Care Act and Making Safeguarding Personal.

Concerns/S42/MS3 - Q3 and Q4 2019/20		
Concern Only	Proceeded to S42 Enquiry	Met Stage 3
666	256	30



DID ADULTS FEEL THAT WE REMOVED THEIR RISKS BY WORKING WITH THEM IN SAFEGUARDING?

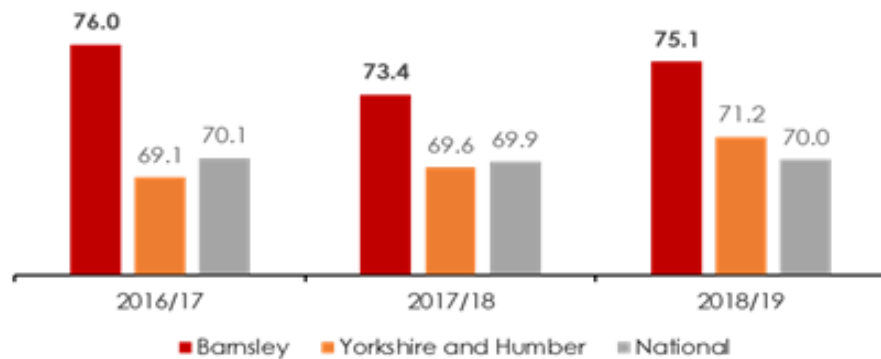


The data above relates to the 256 (S42) cases. It shows a positive result, with 96% of adults saying that safeguarding removed or reduced the risk of further harm, making them feel safer.

The Making Safeguarding Personal principles that respect adults rights to make choices may result in adults remaining in relationships or situations where risk still remains. The adult is offered the option to come back for help at any time if they wish to address the risks. We will still take safeguarding action against the adult's wishes if other adults are at risk or we believe the adult is under duress. The People in Positions of Trust policy provides workers with a framework to respond to allegations involving workers or volunteers.

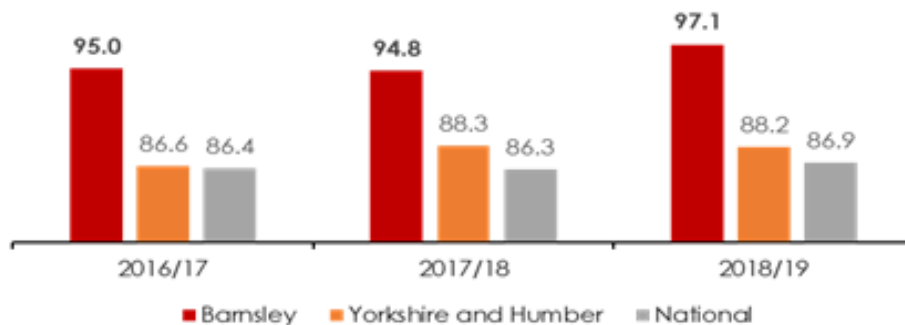
ADULTS WHO ARE SUPPORTED BY SOCIAL CARE SERVICES WHO TELL US THEY FEEL SAFE

The proportion of people who use services who feel safe



Adults in Barnsley report feeling safer than adults in all areas of the country, despite a small drop in 2017/18. Barnsley continues to exceed both national and Yorkshire and Humber figures.*

The proportion of people who use services who say that those services have made them feel safe and secure

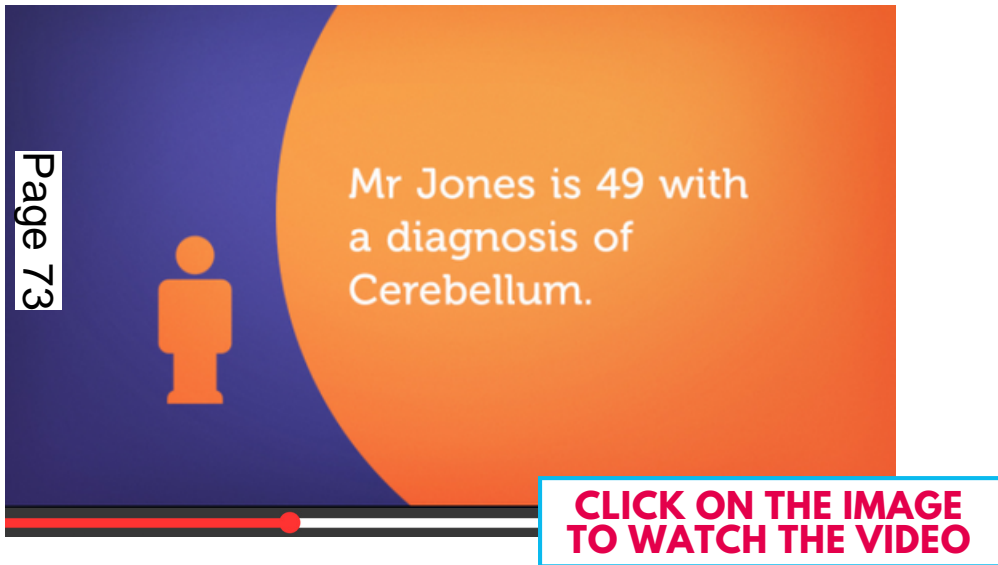


Adults in Barnsley continue to report that services provided made them feel safe, and the rates of satisfaction reported is higher than all other areas of the country.*

(* Data for 2020/21 is not available until October 2021)

CASE STUDIES

“CUCKOOING” SAFEGUARDING CASE



MAKING SAFEGUARDING PERSONAL (ADULT SOCIAL CARE)



(Please note these are not the real names of the individuals involved)

Despite the challenges of COVID-19, the board and its subgroups met throughout the year using digital platforms.

The Safeguarding Adults Forum by Experience (SAFE) is a customer group whose members include adults who access support and help to live independently or support relatives or friends who access support. They were unable to meet digitally as many of its members did not feel confident with digital meetings. However, they did contribute via post and emails to the design of new leaflets and the communications strategy.

Achievement

Impact

A multi-agency trainer was appointed and commenced work in January 2021

The Board now has a dedicated (part-time) trainer who will coordinate and lead the design and delivery of high-quality training and learning opportunities for staff, volunteers and community groups in Barnsley.

South Yorkshire Safeguarding Awareness Week took place in November 2020, moved from July to maximise the opportunities to hold public-facing events

Large numbers of staff and volunteers had access to training and development opportunities. An effective communications campaign delivered safeguarding messages to Barnsley residents in the absence of planned public events (cancelled due to COVID-19 restrictions)

The Board held a development event to review its strategic plan and confirm its commitment to tackling issues that have been “difficult to solve”

A new strategic plan was developed, the linked work plans and “traffic light” ratings will enable the board to evaluate progress against all its priorities

www.barnsley.gov.uk/media/18850/safeguarding-adults-board-strategic-plan-v4-optimised.pdf

Agreed to produce and circulate a bi-monthly newsletter

Available on BSAB webpage and on partners webpages. It provides a summary of the work of the board.
www.barnsley.gov.uk/services/children-families-and-education/safeguarding-families-in-barnsley/safeguarding-news/

Completed an audit into the deaths of four homeless adults

Resulted in the production of an action plan jointly owned by the Adult Safeguarding, Health and Wellbeing Boards and the Barnsley Safer Partnership Board. This will mean that adults who are insecurely housed will have improved access to support and help.

Designed and delivered a “Welcome to the Board” event for new members

Supported the new members to become active in the group by providing them with information about the work of the board.

Signed off several new policies and guidance, including a new organisational abuse policy – [add link](#)

Staff and volunteers are supported by the creation of policies and guidance to safeguard adults effectively.

Agreed a new communications plan

Regular safeguarding messages will be delivered to the public and evaluated to improve messages and their impact.

Approved the launch of three new E-learning packages on safeguarding and self-neglect and hoarding

All workers and volunteers can freely access high-quality E-learning packages to increase their knowledge of safeguarding. The board would like to thank the Barnsley Council workforce development service for their support in designing and launching these new resources.



SAFEGUARDING ADULTS REVIEWS (SAR) - LEARNING LESSONS

The SAR completed in 2019-20 exploring the death of Clive, as a result of self-neglect, generated an action plan which was completed by all organisations. These action plans are monitored by the SAR sub-group and reported to the Board.

A review of Valerie and Ian was completed. Valerie and Ian were a very private couple who were very reluctant to accept support, including from family members. Following Ian's death, Valerie's self-neglect increased, and she was admitted to the hospital in a neglected state and died. Our local experience and national research show that there is an increased risk of self-neglect and hoarding following a bereavement or loss. The report's author was asked to examine the learning from previous reviews and suggest alternative approaches to reduce risk of further deaths. The report can be accessed here: <https://www.barnsley.gov.uk/media/18116/sar-valerie-and-ian-march-2021.pdf>

A seven-minute briefing can be accessed here:

www.barnsley.gov.uk/media/18326/valerie-and-ian-briefing-template-v3.pdf

The Board approved the action plan in March 2021 and will be monitored by the SAR subgroup and reported to the board to improve early identification of adults at risk of hoarding and or self-neglect to offer support and help.

The Board approved a review of Lola, a young woman with learning disabilities (not formally diagnosed), who was admitted to intensive care in January from her family home. This will be completed by September 2021.

PROGRESS ON ACTION INCLUDED IN THE 2019 - 20 STRATEGIC PLAN

News and Activities:

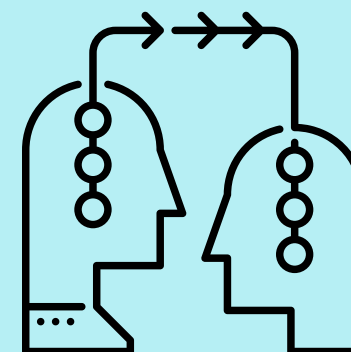
The board is sad to report the death of Pat Durie, a longstanding member of SAFE and many other community groups in Barnsley. A donation to the planting of an orchard has been made in her memory. We are pleased to welcome five new members to the SAFE group.



The board continues to work with the Safeguarding Boards on issues affecting the region and is actively involved in coordinating regional training events. We welcome your views about how we can deliver our ambition to prevent harm and abuse to adults at risk in Barnsley. Please contact:
robertdyson@barnsley.gov.uk (Independent Chair) or
catherine@barnsley.gov.uk (Board Manager)



- Three self-neglect and hoarding events were delivered sharing the learning from Clive and the early learning from Valerie and Ian
- Learning from Safeguarding Adults Reviews session was held to support the development of practice, based on reviews completed in other areas
- Barnsley Council's Area Team Managers were trained to identify safeguarding at the start of the lockdown
- Specialist training was delivered to adult social care staff and care staff in line with the agreed training competencies.
- South Yorkshire Police received training in the identification and reporting of potential Safeguarding Adults Review cases.
- Specialist training was purchased to help staff respond positively and effectively to adults whose hoarding is negatively impacting their lives.



Several new guidance and policy documents have been approved. These are included in the newsletters with links to them. Some are highlighted below:

- Summary guidance on the People in Positions of Trust and the Self-Neglect and Hoarding Policy has been issued with links to the full documents
www.barnsley.gov.uk/services/children-families-and-education/safeguarding-families-in-barnsley/safeguarding-adults-in-barnsley/for-professionals-and-volunteers/
- Understanding Wilful Neglect guidance was approved
- Recognising and responding to factitious illnesses



BARNSLEY SAFEGUARDING ADULTS BOARD STRUCTURE

INDEPENDENT CHAIR:

BARNSLEY SAFEGUARDING ADULTS BOARD

**PERFORMANCE
MANAGEMENT AND
QUALITY ASSURANCE
SUB-GROUP**

**CHAIR: ADULT
SOCIAL CARE**

**SAFEGUARDING ADULTS
FORUM BY EXPERIENCE**

**CHAIR:
MEMBER OF SAFE**

**PATHWAYS AND
PARTNERSHIP SUB
GROUP**

**CHAIR: CHAIR:
VOLUNTARY SECTOR,
REPLACED BY ADULT
SOCIAL CARE**

LEARNING AND DEVELOPMENT SUB GROUP

CHAIR: BARNSLEY COUNCIL

SAR AND DHR SUB COMMITTEE

CHAIR: INDEPENDENT CHAIR OF BSAB

BOARD BUDGET 2020 – 2021

Financial Position of Adult Safeguarding Board 2020/21

Page 81

	INCOME	EXPENDITURE
Employee Costs		£58,244
Public Transport		£102.00
Supplies and Services		£24,503
Business Support		£25,000
NHS Barnsley CCG	£25,000	
Miscellaneous Contributions	£10,000	
Police and Crime Commissioner	£20,429	
Barnsley Council	£16,670	
Underspend Carried Forward	£35,750	
	£107,849	£107,849

OUR PARTNERS



BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

**REPORT OF THE EXECUTIVE DIRECTOR OF PLACE
TO CABINET ON 22 SEPTEMBER 2021**

Berneslai Homes Asset Management Strategy

1. Purpose of Report

- 1.0 This report provides cabinet with a draft of the Berneslai Homes Asset Management Strategy 2021-26 for approval. The report sets out the framework for the management of council stock over the next 5 years and complements recent activity to update the Asset Management Database (PIMMS) which holds all property information relating to the Council's 18,645 stock. PIMMS is used to inform investment planning decisions for the Council's housing stock within both the short and longer term (HRA 30-year business plan).

2. Recommendations

- 2.1 It is recommended that the draft Berneslai Homes Asset Management Strategy is approved; with Cabinet delegating any further minor amendments to the Head of Housing, Sustainability and Climate Change in discussion with the portfolio holder for PLACE.

3. Introduction

- 3.1 At a Strategic ALMO Liaison meeting in December 2020, it was agreed that Berneslai Homes would develop an Asset Management Strategy (AMS) which sets out a framework for the management of Council stock over the next 5 years. This was to complement a piece of work to enhance the quality of information that is held on Council stock; ensuring that robust baseline data is held on all stock (in one system) which can be used to inform repairs and maintenance programmes, decency and our approach to energy retrofit over the next 5 years. It would also be used to inform a Growth Strategy for Council Housing.
- 3.2 The strategy is to cover:
- The approach to developing/enhancing/improving the information that is held on our stock and ensuring that our baseline information is significantly robust to inform investments/disinvestments and decency/retrofit programmes.
 - The approach to ensuring that our estates are places where people want to live and 'sustainable communities'.
 - The approach to ensuring that our homes are 100% decent and plans to ensure that all stock has an EPC rating of C or above (wherever possible) by 2035.

- The approach to building safety (including our High Rise).
 - The approach to managing communal areas and green spaces as well as just the 'bricks and mortar'.
 - The approach to responding to the Council's Zero40/45 targets.
 - The approach to maximising opportunities for social value, employment and training and local spend in our repairs and maintenance activities.
- 3.3 Further to a workshop on the proposed approach to the AMS in April 2021, a DRAFT Strategy was presented to Berneslai Homes Board on Thursday 27th May and was endorsed by the Board. However, the Strategic Director for Regeneration and Culture advised the Board that the Strategy would need further consultation before being formally submitted for approval by the Council via the usual governance routes.
- 3.4 The DRAFT Strategy was presented to the Council's Clienting Group, both Place and Communities DMT and SMT during June/July where a number of proposed recommendations were made to strengthen the alignment of the strategy to Barnsley 2030 and to ensure that our customers were involved in the decisions made about investments in their homes, their environment and their communities.
- 3.5 The final draft of the strategy is included at Appendix 1.

4. Proposal

- 4.1 It is proposed that the Asset Management Strategy is approved by Cabinet and published on the Berneslai Homes website. The Strategy Roadmap which accompanies the strategy will be reviewed by the Council on a quarterly basis as part of the clienting performance management framework.

5. Justification

- 5.1 It is important that Berneslai Homes provides the Council with a clear strategy on how it is going to manage and maintain our stock, as our long-term managing agent. This strategy needs to align with the Council's strategic priorities; ensuring that our customers are involved in the co-production of investment strategies for their homes and estates, that these align with the Council's wider strategies to develop healthy, sustainable, strong and resilient communities; making Barnsley the place of possibilities for our residents. To go further, it is essential that we make the right investment in our homes to make them energy efficient and sustainable, and that we maximise opportunities to add social value in procurement; creating jobs and training and ensuring that money spent in Barnsley, stays in Barnsley.
- 5.2 It is essential that the Council and Berneslai Homes can positively respond to the Charter for Social Housing, giving tenants a stronger voice and ensuring that they are involved in ensuring compliance with the consumer standards and health and safety.

6. Impact on Local People/Service Users

- 6.1 The Asset Management Strategy sets the framework for how Berneslai Homes will manage the Council's housing stock over the next 5 years; involving customers and the wider community. There are some significant investment decisions to be made in ensuring that our stock remains 100% decent, addresses issues of fuel poverty and tackles health inequalities and meets both general need as well as those of more vulnerable customers, who require more support to live independently or maintain their tenancy.

7. Financial Implications

- 7.1 Consultations have taken place with representatives of the Service Director – Finance (S151 Officer).
- 7.2 The proposed Berneslai Homes Asset Management Strategy outlines the vision for the Council's housing stock for the period 2021 through 2026. The strategy outlines six key strategic aims, that have been developed with key consideration and alignment to the Council's 2030 plan.
- 7.3 Whilst there are no direct financial implications from the approval of this overarching strategy, there are wider implications that may present themselves in the future, that must be considered at this stage.
- 7.4 The financial implications of any future expenditure that presents itself as a result of this strategy will be accounted for and financed within the Council's Housing Revenue Account (HRA). Like the Council's General Fund, the HRA has a limited, finite level of resources that can be used for future investments.
- 7.5 Currently, there are no resources set aside for any future expenditure as a result of the implementation of this strategy. Therefore, due consideration will be given to these future implications at that point, within the context of both the annual financial planning and the 30 years business plan processes, whilst also considering the HRA medium term financial strategy position.
- 7.6 Any future investment requirements must be, therefore, considered in the context of the overall HRA financial position which means that such investments will be required to be prioritised at that point, alongside other HRA investment proposals such as investment in housing growth for example.

8. Employee Implications

- 8.1 There are no direct employee implications.

9. Communication Implication

- 9.1 There are no direct communication implications. The Tenant Voice Panel were involved in the shaping of the strategy, representing their communities. Once approved, the strategy will be published on the Berneslai Homes Website.

10. Consultations

- 10.1 Consultation has been undertaken with the Berneslai Homes Board, Place and Communities DMT as well as SMT members. Consultation responses were received with thanks from Adult Svs, Public Health, Communities, Finance, procurement, Housing, Sustainability and Climate Change and Audit.

11. Promoting Equality, Diversity and Social Inclusion

- 11.1 The impacts of the Asset Management Strategy have been considered as part of the strategy review and Berneslai Homes has completed Equalities Impact Assessment.

12. Tackling Health Inequalities

- 12.1 A key element of the Asset Management Strategy is to ensure that we have the right homes in the right places to meet need and that we prioritise investment in those properties which are least energy efficient (and on those tenants who are in fuel poverty) to ensure a positive impact on health inequalities. Involving customers in decision making about their local neighbourhood and green space, as well as promoting asset-based community development and ownership, increases community cohesion and well-being and reduces loneliness.

13. List of Appendices

Appendix 1 - Draft Asset Management Strategy

Sarah Cartwright

Head of Housing, Sustainability and Climate Change

Financial Implications/Consultation



.....
(To be signed by senior Financial Services officer
where no financial implications)



Creating great homes and communities for
the people of Barnsley

Asset Management Strategy 2021-26

This Strategy sets out how Berneslai Homes, the Council's managing agent, will seek to manage the Council's 18,645 homes and assets across Barnsley during the period 2021-26. Berneslai Homes will work in partnership with the Council (and other agencies) across the Borough to make the very best use of stock; maximising all opportunities to meet the strategic objectives of the Barnsley 2030 Vision.

Embracing our role as an anchor institution in Barnsley, we are working with the Council and partners to bring the vision of Barnsley 2030 to life – making Barnsley a Place of Possibilities. As this vision is developed, we will align our asset management services and ensure that we have a pivotal role in meeting the challenges and opportunities the new vision will bring. We will ensure that we align our service delivery to the four key outcomes of Barnsley 2030.



Berneslai Homes is committed to providing the best customer service to tenants and is proud of the management and repairs functions that we deliver.

Equality, diversity and inclusion are at the heart of this Asset Management Strategy.

The profile of the assets that we manage is shown on Page 3 and our roadmap to deliver this Asset Management Strategy and our investment plan will be included as an appendix.

OUR AIMS

We have six strategic aims for asset management that will help us achieve our vision.

1. Homes will be safe, secure, warm and well maintained to enhance the lives of customers.
2. We will provide homes in the right areas to meet customer needs.
3. Communal and open spaces will be attractive and well managed.
4. Asset management and maintenance services will be efficient and effective achieving high levels of customer satisfaction.
5. We will be innovative and utilise sustainable solutions wherever possible, working hand in hand with the Council.
6. Forging strong partnerships with our suppliers, we will use social value and community investment to deliver training and employment across our neighbourhoods and for our communities.

Stock profile



Total Homes



18,600 homes in management

- Council Stock (18,264) 58% are houses (10,787)
70% are 3 x beds (7,451)
- Leaseholders (336) 29% are 2 x beds (3,023)



Bungalows



25% of homes are bungalows (4,664)
mainly 1 & 2 beds



Flats



16% of homes are flats (3,054)
mainly 1 & 2 beds



Designation



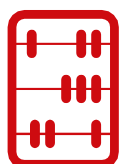
68% of homes are general needs (12,472)
32% with restrictions (5,796)
11 Independent Living Schemes with 360 flats for
over 60's



Age of stock



70% of homes were built before 1965



Attributes



743 blocks to maintain
46 community facilities
2595 garages or garage sites
32 shops in management

89% of our homes are mains gas

Strategic Aim 1: Homes will be safe, secure, and well maintained to enhance the lives of customers

WHY?

In line with our strategic priority to deliver EXCELLENT CUSTOMER SERVICES, we understand that we have a key role to play in supporting customers to feel safe in their homes.

In addition, all homes will be warm, well maintained, and have modern facilities

ACTION TAKEN & WHEN?

The Barnsley Homes Standard investment programme is in progress and it is transforming homes. Through Construction Services (the Council's in-house contractor) and Wates (the Council's private contractor partner), it will deliver improvements to 1,300 homes this year and 6500 homes throughout the life of this strategy. We will work with customers to keep developing the Barnsley Homes Standard.

The current investment plan shows an average investment per property by Barnsley Council of £27.4k over the life of the 30-year business plan - this is in line with benchmark housing organisations.

We will develop a strategy with the Council to ensure all homes achieve an Energy Performance Certificate [EPC] rating of C as a minimum by 2030 and seek to invest in low carbon and renewable energies that benefit customers.

We will continue to deliver high performing building safety programmes across all assets and communal areas.

To continue our fire safety programme, we are installing additional sprinkler systems to four independent living schemes and three high-rise blocks of flats.

Our electrical inspection programme is in progress to bring 6,917 properties in line with our five-year programme. This is best practice.

A standalone IT system is being evaluated to ensure we are robust in managing and controlling building safety compliance.

HOW?

To achieve this, we will maintain all homes to the Barnsley Homes Standard – 100% Decent Homes Standard.

We will continue to invest in homes and build on the significant improvements made in our approach to health, safety, and compliance.

We will meet statutory and regulatory standards as well as meet the challenges set in the Building Safety Bill and Charter for Social Housing Residents to “raise the standard of social housing and meet the aspirations of residents...today and in the future”.

IMPACT

All homes will meet decency standards - over the next five years investment of c. £100m will be made delivering the Barnsley Homes Standard and elemental improvement programmes. This will comprise over 6500 homes.

This year, investment of almost £4m will go into Building Safety works.

In the next two years, investment of £1.2m will be made to deliver the five-year electrical inspection programme.

SUCCESS MEASURES

- 100% Decent Homes
- 100% compliance

Strategic Aim 2 – We will provide homes in the right areas to meet customer needs

WHY?

The Council has a strategic priority to create SUSTAINABLE COMMUNITIES aligned to the Barnsley 2030 vision.

To achieve this, we need to make the best use of the Council's social housing assets and this means having the right blend of homes in the right areas to meet housing need including assisting the Council to meet the needs of those affected by homelessness.

It is important we get the most from the 18,645 homes in management as the Council provides 80% of the affordable housing in Barnsley. Our offer is critical, and we set a high bar providing great quality affordable and healthy housing.

ACTION TAKEN & WHEN?

Area profile reports are prepared for our neighbourhoods, identifying performance and issues that drive investment planning. These will be further developed over the next 6 months; and will include ways in which we can work with partners to address wider issues of health and wellbeing.

We have strengthened our performance management of empty properties. Property option appraisals are being completed for our most 'difficult to let' homes and enhanced letting standards are in development.

Independent Living Schemes, Shops and other Facilities will be reviewed over the next 12 months to identify improvements/options.

For equipment and adaptations, we partner with South West Yorkshire Partnership NHS Foundation Trust [SWYPFT] and we have appointed an Occupational Therapist to help match customers with disability needs with the right homes.

We will work with the Council to identify sites for redevelopment via the Council Build Programme to meet development targets and drive forward regeneration initiatives.

HOW?

We will use real time data and insight to monitor demand for homes. From this we will identify where there is a housing need and where potentially we have an over-supply of property.

Where there is specific demand for a property type, adaptation or an oversupply, we will identify if we can better utilise our existing stock through property option appraisal and neighbourhood planning.

We will proactively manage our empty properties and be flexible in deploying

enhanced standards to let our homes and sustain tenancies.

We will work with the Council to identify development opportunities across garage sites and land and ensure the supply of new homes are of the right type and in the right areas.

IMPACT

The Council will invest c. £38m during 2021/22 on repairing, maintaining and improving homes and neighbourhoods

We will support the Council in their goal of increasing the provision of affordable homes in the borough.

SUCCESS MEASURES

- Top quartile empty homes performance
- Equipment & Adaptations
 - 100% minor adaptations within timescale
 - 100% Completion of major adaptations within timescale

Strategic Aim 3: Communal and open spaces will be attractive and well managed.

WHY?

Under the Council's strategic priority of SUSTAINABLE COMMUNITIES, we know that a home is more than just bricks and mortar. For individuals, families, and communities to thrive, it is vital that neighbourhoods are positive, uplifting and inclusive. This provides a strong foundation to enable customers to achieve their ambitions and aspirations.

From the STAR survey, 'customer satisfaction with their neighbourhoods as a place to live' scores highly. We will continue to make this a priority and work closely with the Council's Stronger Communities Team.

ACTION TAKEN & WHEN?

The assets team is working with the Council to review the garage sites to identify their potential as sites for new homes or areas for improvement.

We are collaborating with the council, in their Tiny Forests initiative to plant 10,000 trees. Wates, our construction partner, has also pledged to plant 500 trees.

Housing and asset teams are working together to undertake patch/estate inspections with a particular focus on our most challenging areas. Neighbourhood action plans will be co-produced with customers to improve these areas and meet aspirations.

Working in liaison with customers, develop a prioritised action plan to improve communal living areas.

We recognise that the decoration and fit-out of a number of our independent living schemes need to be appraised to ensure they continue to meet the needs of customers.

HOW?

We will continue to work with the Council, and customers, to ensure we maintain high standards in the management of our green spaces and grass cutting.

We will continue to develop and utilise Area Profile reports for neighbourhoods to identify issues and we will use this intelligence to drive our investment planning with the Council.

Partnering with the Council, we will identify suitable sites for tree planting.

Working with our customers, we will ensure our communal areas are well-kept and in good decoration.

IMPACT

The planting of trees, and maintenance of greenspaces, will contribute to a cleaner, lower carbon environment across our urban areas.

Well-kept neighbourhoods, with clean, safe and usable open spaces help individuals, families and communities to stay healthy and happy.

A neighbourhood approach to planning and investment, to improve communal and open spaces will help to deliver sustainable communities across Barnsley.

SUCCESS MEASURES

Top quartile performance for customer satisfaction in neighbourhoods (95%)

Trees planted – 1000 by 2025

Strategic Aim 4: Asset management and maintenance services will be efficient and effective, achieving high levels of customer satisfaction

WHY?

This aim meets the Council's priority and objectives to develop a baseline insight into the condition and efficiency of stock which will allow analysis which supports robust business and investment planning.

We want to deliver a great customer experience and put customers at the heart of all we do.

ACTION TAKEN & WHEN?

Work is in progress to update information in our asset management system which will enable us to analyse our stock baseline and support and enable Council colleagues to carry out strong business planning.

Asset surveys that support the Decent Homes investment programme have been developed and are being implemented through our teams.

EPC information for homes has been updated in our asset management system which will help to inform investment strategies to make homes more energy efficient and we will work with the Council to identify funding opportunities to meet the decarbonisation agenda. We will increase the number of EPC surveys that we undertake; doing them as part of all stock surveys and on the completion of BHS works.

Berneslai Homes went live with the Property Repairs and Improvement Partnership [PRIP] contract in April 2020 and strong contract management is in place to support the delivery of high performing asset investment services. This will continue to drive up customer satisfaction with the quality of their home.

HOW?

We will ensure our asset management system is up to date, reviewed annually and fully integrated into the delivery of our asset investment programmes. We commit to producing an annual Asset Management Condition Report for the Council which will show the baseline position of stock in terms of decency/energy efficiency, the impact of investments over the previous 12 months, proposals for future retrofit/replacement programmes and wider investment initiatives.

We will target 20% stock condition and EPC surveys per year to further enhance the intelligence that we hold on stock.

Our approach to achieving and maintaining decent homes will be flexible working in partnership with our customers.

We want to improve our 'right first time' approach and reduce reactive repairs in favour of planned repairs. This will deliver a better customer experience and improve our efficiency, budget management and VFM.

IMPACT

Our approach to asset management will support business planning to ensure our homes meet future demands and inform longer term investment decisions.

Delivering consistently high performing asset investment services will improve customer satisfaction with the quality of their home – this is a STAR survey priority.

Increasing planned investment and decreasing the proportion of revenue spend improves effectiveness and business planning.

SUCCESS MEASURES

Customer satisfaction – top quartile

- Repairs and maintenance (98 %)
- Investment (98%)
- 20% stock condition annually
- EPC 2400 annually

Strategic Aim 5: We will be innovative and utilise sustainable solutions wherever possible, working hand in hand with the council.

WHY?

We understand that climate change has become one of the most pressing issues. In September 2019, the Council declared a Climate Emergency and set a target to be net zero carbon in its operations by 2040 and for the borough to be net zero carbon by 2045.

Under the priority of SUSTAINABLE COMMUNITIES, we will work alongside the Council to ensure that Berneslai Homes is proactive in reducing fuel poverty, tackling health inequalities, improving the efficiency of homes and reducing carbon emission across the whole business.

ACTION TAKEN & WHEN?

We have improved the energy performance information in our asset system. This will help us prioritise poor performing [EPC] homes and improve the speed that we can react to funding opportunities.

We are increasing EPC surveys that we will complete annually – with 1000 EPC surveys to be completed in 2021/22.

We are working with Age UK (Barnsley) to retrofit 75 batteries to enhance solar PV systems for our customers.

We are partnering with the Council and Energise Barnsley to install 1000 solar PV systems.

HOW?

We will identify those who are considered 'fuel poor' from Berneslai Homes customers. These will be our priority.

We will positively engage with our fuel poor customers to identify and implement solutions to ensure that they are able to keep their homes warm – and that that this is both affordable and sustainable. Linking with the Council's delivery themes, we will implement the most appropriate measures:

- Energy Efficiency [retrofitting]
- Renewable Energy [biomass, solar]
- Resource Efficiency [minimise waste]
- Decentralised Heating [heat networks]

We will ensure we achieve the fuel poverty target whereby all households in fuel poverty have a home which achieves EPC Band C as a minimum by 2030.

Partnering with the Council, we will identify suitable sites for tree planting.

As an organisation, we commit to meeting the Council's zero 40 targets.

IMPACT

We are investing to improve EPC survey information.

We are positively contributing to the zero-carbon agenda.

We are investing to improve the lives of our customers so that they can affordably warm their homes and improve their health and wellbeing.

SUCCESS MEASURES

- Zero carbon strategy by 2022
- Energy efficient homes – EPC level C by 2030

- Pilot Renewable Technology – 1000 solar pv's
 - 75 batteries
 - 100 air sourced heat pumps by 2023

Strategic Aim 6: Forging strong partnerships with our suppliers, we will use social value and community investment to deliver training and employment across our neighbourhoods.

WHY?

Partnership working is a strategic priority. Our procurement activity will support the vision for Barnsley as a place of possibilities and will contribute to social value, keeping spend local to support the community will strengthen the Barnsley pound.

As an anchor institution for the Council in Barnsley, our long-term sustainability will contribute to the well-being of customers and communities.

We will work in partnership with customer to develop and prioritise how we increase economic, social, and environmental well-being; in particular, training, apprenticeships, and employment opportunities.

ACTION TAKEN & WHEN?

Barneslai Homes is committed to working with the Council to deliver a performance and evidence-based approach to Social Value.

Through the PRIP contract, our main contracting partners, Construction Services and Wates have committed £150k per year to deliver training, employment, and local community initiatives.

Our contracts will deliver substantial social benefit outputs to deliver more jobs, better training and improved business and links to the Council's Employment and Skills Strategy: 'More and Better Jobs'

HOW?

In keeping with our equality, diversity and inclusion principles, we will require our partners and suppliers to make a strong commitment to delivering social value and community investment through all tendering activity; reducing health inequalities and improving environmental sustainability

We will monitor performance of our partners and suppliers to ensure that commitments are delivered, and we will report outputs monthly in our contract meetings.

Utilising well tested procurement frameworks that deliver strong social value, we will leverage our contracting to deliver training and positive employment outcomes.

IMPACT

The PRIP contract will annually deliver a minimum:

- 75 school visits / workshops
- 120 support activities for local Voluntary Organisations
- 66 work experience placements

- 21 apprenticeships
- 30 sponsor opportunities for local Social Enterprises
- 72% of contract spend [£30m per year] in Barnsley.
- 75% target for local spend

There is a direct contribution of £150K per year towards our social value aims.

SUCCESS FACTORS

- 75% local spend
- Employment, training – 21 apprenticeships

75 school visits

66 work experience placements

- Social Value - £100,000 per annum to support social value initiatives

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BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the council's definition and has been included in the relevant Forward Plan.

**REPORT OF THE
EXECUTIVE DIRECTOR PLACE
TO CABINET ON 22 SEPTEMBER 2021**

Public or private: Public

Goldthorpe Masterplan Framework

1. Purpose of report

- 1.1 To update Cabinet on progress in developing the Goldthorpe Masterplan Framework and to seek approval for adoption of the final document.
- 1.2 To update Cabinet on progress in securing external funding to facilitate the delivery of the ES10 land south of Dearne Valley Parkway

2. Recommendations

It is recommended that:

- 2.1 **Cabinet notes the progress made in the development of the masterplan framework for Goldthorpe, and;**
- 2.2 **Cabinet recommends that the final version of the Masterplan Framework is presented to Full Council for adoption September 2021.**
- 2.3 **Cabinet delegates acceptance of £0.580m grant funding via Sheffield City Region from Ministry of Homes Communities and Local Government (MHCLG) Get Building Fund (GBF) to Executive Director of Core Services in consultation with the Executive Director of Place to facilitate the necessary infrastructure improvements required to facilitate the ES10 land south of Dearne Valley Parkway as per approved Strategic Growth Clusters update Cabinet report (Cab.20.3.2019/17)**

3. Introduction

- 3.1 The Council's Local Plan was adopted on 3rd January 2019 (**cab 12.12.2018/8**). When the Local Plan was being examined it was agreed that for the larger, strategic sites it was necessary to prepare masterplan frameworks to ensure that sites could be developed in a comprehensive manner taking into account cumulative infrastructure requirements. Looking at large allocations in this way, rather than a piecemeal fashion dictated by land ownerships, ensures that we can make the best use of sites and secure sustainable and inclusive growth reflecting each of our corporate priorities. The first two masterplan frameworks were adopted by Full Council on the 19th December 2019 for Hoyland North and Barnsley West (MU1). Hoyland West was adopted at Full Council on the 24th September 2020 with Hoyland South

adopted on the 26th November 2020. Royston was adopted on the 29th July and the final masterplan framework, MU2&MU3 Carlton, due for adoption in November 2021. All sites identified within the Local Plan requiring a masterplan framework will have one in place.

- 3.2 Whilst each masterplan framework will be bespoke to the area, the Local Plan prescribes that the Masterplan Frameworks shall contain the following:
- A planning policy summary, site location and description, land ownership, a summary of the existing evidence, site evaluation (opportunities and constraints), a land use framework, sustainable movement framework, protection of existing public rights of way routes and their incorporation within new development layouts, vehicular movement framework, green and blue infrastructure framework, place-making framework (including design guides for character and neighbourhood areas where applicable), sustainability and energy use, health and wellbeing, design evolution, conceptual masterplan, infrastructure and delivery phasing.
- 3.3 The Local Plan also states that Masterplan Frameworks shall be subject to community consultation and be approved by the Council prior to the determination of any planning applications on the affected sites. This six-week public consultation took place between 25 January 2021 and 8 March 2021. This report therefore seeks Cabinet approval to adopt the Masterplan Framework for Goldthorpe, which has the capacity to deliver around 73ha of employment land.
- 3.4 Notwithstanding the necessity for the Local Plan strategic sites to prepare, consult and have masterplan frameworks adopted, Cabinet will remember that as per approved Strategic Growth Clusters update Cabinet report (Cab.20.3.2019/17) £7.676M grant funding was secured to fund the major road infrastructure required to improve the capacity in the existing highway network around ES10. An additional £0.580M grant via Sheffield City Region from MHCLG's GBF fund has been secured to facilitate the delivery of the access into the ES10 site to address any necessary land acquisition, associated legal fees and necessary due diligence including site surveys, fees to support the planning application and delivery of the new access.

4. **Goldthorpe Masterplan Framework**

- 4.1 The Goldthorpe Masterplan Framework incorporates site **ES10 Land South of Dearne Valley Parkway** which is allocated for employment uses.
- 4.2 The Masterplan Framework document has been produced by council officers based upon the High Level Viability Study produced by Edward Architecture. Further associated feasibility studies and consultation responses and works commissioned include: high level viability, traffic modelling and Traffic Impact Assessments and ecology surveys and drainage strategies. Works completed also include early development options. Consultation responses received have been reviewed and explored to in further detail to shape the final Masterplan Framework.

4.3 As well as having regard to all necessary Planning Policy and Supplementary Planning Document (SPD) requirements, the FINAL Goldthorpe Masterplan Framework document specifically considers:

- Topographical constraints
- Existing biodiversity assets
- Coal mining legacy
- Access requirements and impact upon the wider highway network to enable delivery of allocations in their entirety
- Public Rights of Way
- Archaeological constraints
- Renewable energy
- Flooding

Community Consultation

4.4 The government have been clear that planning activity should continue during the current pandemic and that planning is critical to support economic recovery post COVID-19. Due to restrictions on holding public gatherings, we adopted the following approach:

- **A combination of traditional and digital methods** to ensure everybody has access to information. Ensure that information is available in different formats. Materials created will be available online and as hard copies on request with a telephone number available for those who are unable access to digital materials. It was not possible to leave hard copy information in community facilities such as Goldthorpe Library.
- **Establishing and communicating new ways to interact** with stakeholders and the community due to COVID-19. As face to face engagement was not possible during this consultation, online engagement sessions were offered for the opportunity to allow engagement with the public through live Q&A sessions. Posters and flyers available in the community and letter notifications will raise awareness about the new ways to get involved.
- **Extending the standard consultation period for a Masterplan Framework from four weeks to six weeks.** The consultation period for this Masterplan ran for a period of six weeks rather than the four-weeks identified in the Council's Statement of community Involvement in order to allow more time for people to access the information, to receive any requested hard copy materials and review these materials.

4.5 Full details of the public consultation exercise will be provided within the Statement of Community Involvement. However, in summary, the public consultation included:

- Council hosted online consultation material and questionnaire
- Hard copy consultation packs posted/ hand delivered on request
- Consultation material provided to Dearne Area Council for wider distribution within local community

- Media releases
 - Social media campaign including facebook and twitter
 - Letter drop to residents living close to the Masterplan site and Billingley village
 - Email notification to Hickelton & Marr Parish councils
 - Email notification to Hickleton & Marr Bypass Action group
 - Email notification to internal and external consultees
 - Consultation with Doncaster MBC Highways
 - 23 site notices erected around the site, public rights of way and main routes around the site and within Billingley
 - Online consultation events to replace physical drop in sessions
 - Telephone consultations with those unable to access online resources
- 4.6 Overall, the consultation exercise provoked a low level of response from the public (25), compared to masterplan framework consultations undertaken last year (Hoyland South 79 responses, Hoyland North Masterplan 79 responses and Hoyland West consultation 113 responses).
- 4.7 However, this is more likely to be a result of lower levels of interest as during examination of the Local Plan, a total of 12,435 comments were received from 3047 consultees. Interest in ES10 was relatively limited with 10 comments being received.
- 4.8 The main thrust of the feedback received included:
- Disagree with the principle of development
 - Concerns around traffic congestion
 - Concerns around air quality and pollution levels
 - Environmental impact – impact on biodiversity
 - Flood risk and drainage concerns
 - Loss of greenspace
 - Impact on learning environment for adjacent primary school
 - Would like to see improved wildlife opportunities
 - Would like to see improved energy efficiency/support climate change
- 4.9 The feedback received has led to the following changes/development of the Masterplan Framework:
- Proposed enhancements to the existing PROW's surrounding the site in order to ensure that the existing routes provide better active travel opportunities in accordance with the movement framework.
 - Requirement for improved renewable energy opportunities and sustainability measures due to concerns over environmental impact and climate change agenda
 - Clear requirement to protect and integrate existing trees where appropriate in order to assist in carbon offset and retain landscape interest in response to concerns around loss of trees.
 - Requirement for the site to deliver a minimum 10% Biodiversity Net Gain
- 4.10 The council has received criticism as a result of undertaking community consultation on masterplan frameworks during the COVID-19 lockdown last

year. During previous consultations, many participants felt that this work should have been paused until face to face events could be held to ensure that as many people as possible were aware of the consultation.

- 4.11 During the consultation and for a period after, there were no complaints received that residents were unaware of the proposals. Therefore, when considering this and the levels of engagement for previous masterplan consultation, it is not considered that lockdown materially impacted upon levels of public participation. However, over recent months, a community group have established themselves and created a petition with the aim of stopping development and the masterplan framework. Although it must be noted that some residents within this group did engage with the consultation. The group have raised concerns around loss of greenspace, impact on the road network and impact on education.

Consultation Feedback

Landowner Feedback

- 4.12 ES10 allocation includes several different landowners. During the consultation period, a number of these landowners expressed concern about the deliverability of the site due to the available net developable areas. This prompted them to collaborate and produce an alternative proposal including a revised location for the access roundabout, realignment of Carr Dike and felling of associated woodland, off site flood attenuation ponds, off site biodiversity mitigation and larger development plots within the north of the site.
- 4.13 Officers have actively worked with these landowners to explore their proposals to understand if they are deliverable and could be made policy compliant. This is particularly in relation to retention of Carr Dike and the associated woodland in order to create a more extensive development plot on the site frontage capable of accommodating a large building. They consider this will be necessary to finance site wide infrastructure akin to the approach taken at Hoyland West. They nonetheless recognise the Local Plan policy requirement and have worked with an ecologist to provide biodiversity net gain that goes significantly beyond the 10% net gain through a combination of on and off site enhancements.
- 4.14 Further evidence gathering was undertaken by landowners and their agents to better understand the impact on the highway, impacts to biodiversity through the loss of woodland on site and drainage implications. Proposals were considered by Officers, however, due to a number of departures that would be required from the local plan and outstanding information required, it was decided that the alternative proposal could not be taken forward as a preferred option within the Masterplan Framework. Instead, the masterplan framework includes a section referencing the alternative proposal and sets out the minimum what we would expect should the landowners decide to submit a planning application for such a proposal.

Public Feedback

- 4.15 Feedback received during the consultation period included concerns about impact of the proposals on wildlife, noise and light pollution, screening from existing buildings and air quality and traffic impacts predominantly along the A635 running east towards the A1M. From the three layouts that were presented, support was split between Option 2, a mix of large and medium sized units and option 3, all small units. Respondents wished to see sustainable design and construction including low carbon and renewable technologies. Many of these concerns appear to arise from existing sites and perceived problems.
- 4.16 Responses were also received from Parish Councils within Doncaster MBC, concerned about bringing the site forwards in advance of a bypass for these villages. The consultation questionnaire specifically asked questions around the quantum of development that was felt could be delivered without a bypass being in place. Doncaster MBC highways worked closely with the project team in advance of and during the consultation period, including attending the online consultation events to update residents on progress of a bypass and how delivering this scheme may impact on the road network. This joined up approach was extremely helpful to demonstrate that wider implications of the masterplan framework were being considered.
- 4.17 Around 6 weeks after the closure of the consultation period, a group of residents made contact about their objections and referenced a petition with around 300 signatures, although to date this has not been presented to the Council. The issues raised related to noise, pollution and traffic impacts on local primary schools and loss of greenspace. They also cited wider concerns about residential developments and school places which are not part of this masterplan framework.
- 4.18 The residents shared an alternative proposal which sought to substantially reduce the size of the employment site, retain the green space fronting Billingley View which has planning permission for the creation of 16 eco homes, and to introduce a one-way system for school drop off/pick up as well as providing cycle tracks for active travel to school. In response, members of the project team held a socially distanced meeting with residents to understand their concerns, explain the role of the masterplan framework and to provide clarity on proposals. In doing so, it was explained that concerns regarding the scale of development and its associated impact on local infrastructure and the local environment would be addressed through the design and layout and a package of on and off site mitigation.
- 4.19 This group have now created a more formal group and have continued to collate a petition against the masterplan framework. However, it is important to remember that the land is allocated for employment use within the Local Plan and therefore the public consultation period wasn't about if the land should be developed.

- 4.20 It is intended to feedback to residents as to why it is not appropriate to amend the masterplan framework to include their proposal and the FAQs on the masterplan framework webpages will be updated to try to provide additional clarity to ensure that misinformation can be minimised. Changes to the masterplan framework as a result of the consultation feedback will be presented as 'you said, we did'.

Feedback from Key Consultees

- 4.21 Responses Highways England, Natural England, RSPB, Environment Agency and Yorkshire Wildlife Trust were supportive of the proposals as presented. Partnership working will continue as we continue to develop the masterplan framework.
- 4.22 Doncaster MBC representatives continued to stress the importance of minimising impacts on the A635 at Hickleton and Marr and key areas of text relating to highways and air quality were therefore shared with them.

5. Sustainability

- 5.1 The employment allocation was assessed to be a sustainable location for employment, being close to Goldthorpe and key public transport routes, links to Goldthorpe rail station and within walking distance of residential areas. The site will be accessed from a new roundabout on the A635 at the entrance to the site. Employees would be within walking distance of Goldthorpe and Bolton-on Dearne facilities which should help to sustain its vitality and vibrancy in a way that is sustainable and healthy.
- 5.2 The proximity of active travel routes to the site and the role of the A635 as a public transport corridor connecting Barnsley to Doncaster via Goldthorpe will ensure employees living further afield are able to commute using modes other than the car and each phase of development will require a robust travel plan to encourage use of the more sustainable modes of travel.
- 5.3 The masterplan framework has considered the key landscape views from Billingley and residential development to the south east of the site. In response there are restrictions on building heights and requirements to use a restrained palette of materials that will assimilate into the landscape and which would be screened by suitable landscaped buffers.
- 5.4 The masterplan reflects the requirements of local plan policies relating to sustainable construction, climate change resilience, drainage and sustainable travel. It also requires 10% net gain to biodiversity. These matters and other planning considerations are then assessed in more detail when planning applications are considered

6. Health & Wellbeing

- 6.1 Masterplan frameworks have an opportunity to influence future physical and mental health of communities and new residents in a positive manner. The

proposed masterplan framework therefore seeks to contribute to the priorities of the Barnsley Public Health Strategy 2018-2021, particularly in relation to residents living longer, healthier lives. A Health Impact Assessment has been completed to accompany the masterplan framework

7. Consideration of alternative approaches

- 7.1 The Council could have delayed work on the masterplan framework until a developer has been identified to work in collaboration with to develop the masterplan framework. However, as this site is intrinsically linked with the Goldthorpe Towns Fund, it is prudent to adopt this masterplan framework as soon as possible.
- 7.2 The Council could decide not to adopt the masterplan framework but the absence of a masterplan framework would leave the authority having to determine planning applications in the absence of an overall strategy for land in multiple ownership thus increasing the likelihood of piecemeal and substandard development.

8. Proposal and justification

- 8.1 The aim of all Masterplan Frameworks is to ensure that sites identified for development in the Local Plan are developed in a sustainable and appropriate manner consistent with the Local Plan objectives, which are to:
- Provide opportunities for the creation of new jobs and protection of existing jobs;
 - Improve the conditions in which people live, work, travel and take leisure;
 - Widen the choice of high-quality homes;
 - Improve the design of development; and
 - Protect and enhance Barnsley's environmental assets and achieve net gains in biodiversity.
- 8.2 Section 4 of this report demonstrates that the local community and stakeholders have been involved albeit recognising that feedback has not always related directly to the Masterplan Framework itself.
- 8.3 Inevitably, the Masterplan Framework is not able to positively address all the comments made during the public consultation. However, it would help to facilitate significant employment growth within Goldthorpe and the Dearne. It is therefore recommended that Cabinet approves the proposal to adopt the Goldthorpe Masterplan Framework.

9. Implications for local people / service users

- 9.1 The consultation process has allowed the local community and its stakeholders to help in the shaping and phasing of development in a comprehensive manner. The Masterplan Framework addresses key issues raised through the public consultation, including:
- Impact on road network and air quality concerns
 - Biodiversity improvements and retention of existing trees and hedgerows

- Landscape and visual amenity impacts
- Access to greenspace
- Climate change and sustainability
- Impact on flooding within the site and wider implications

9.2 Ultimately, the aim of the Masterplan Framework is to ensure environmental, social and economic conditions are balanced in order to promote sustainable development for the benefit of local people and service users. The masterplan creates an appropriate framework to help achieve this but it will be for Planning & Regulatory Board to decide whether future planning applications adhere to the Masterplan Framework, Local Plan policies and relevant Supplementary Planning Documents.

10. Financial implications

- 10.1 Consultations on the Financial Implications have taken place with representatives of the Service Director – Finance (S151 Officer).
- 10.2 There are no direct financial implications arising from the adoption of the Masterplan Plan but it is expected that the Council will benefit from new business rates into its tax base in future years. These are unquantifiable at this stage and will be considered as part of the Council Medium Term Financial Strategy.
- 10.3 As noted in paragraph 4.2, various preparatory works will be required to advance this scheme. The cost of these is estimated to be in the region of £50,000. This funding was approved by Council as part of the one-off investment monies prior to Covid-19.
- 10.4 Approval is sought to accept MHCLG GBF grant funding via Sheffield City Region Investment totaling £0.580M.

11. Employee implications

- 11.1 There are no issues arising directly from this report.

12. Communications implications

- 12.1 A communications strategy and Statement of Community Involvement has been produced for the Goldthorpe Masterplan Framework.

13. Equality impact

- 13.1 Full Equality Impact Assessment completed
- 13.2 By ensuring that the consultation exercise is available to as many people as possible, in a variety of formats, it is envisaged that the impact on protected groups will be minimal.

- 13.3 Sex – The majority of male respondents agree with the masterplan framework vision. They would prefer to see manufacturing and general industrial uses, office space and starter units within the proposed site. The majority do not think that there should be a relaxation of policy ES10 regarding Carr Dike. Regarding the build, they think that the following principles are important, maintaining and creating views of important buildings and landmarks, sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain), water management included within the site, clear routes for pedestrians, cyclists and motorists.
- 13.4 Female – the majority of female respondents agree with the masterplan framework vision. They would wish to see end uses include office space, starter units and manufacturing and general industrial. The majority do not agree with a relaxation of policy ES10 surrounding Carr Dike. Regarding the build, respondents feel that the following principles are important, sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain), water management included within the site, clear routes for pedestrians, cyclists and motorists. Several other comments were also made including, comments included noise and sound pollution, maintain habitats, reduce pollution & increase air quality, traffic congestion and public transport, keep it green.
- 13.5 Disability – One respondent identified as having a disability. They answered don't know asked if they supported the masterplan framework vision. They would like to see the development comprise office space. The respondent is unsure if they agree with the relaxation of ES10 policy relaxation surrounding Carr Dike. Regarding the principles of development they would wish to see Sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain) and high-quality outdoor space with a clear distinction between public and private space.
- 13.6 Ethnicity – Feedback from BME people was not present in those that identified their ethnicity. It is anticipated that this is a result of the level of ethnic diversity in the area.
- 13.7 Age – The lowest support came from those within the 35—44 age range. It is anticipated that there is perhaps a misconception that resistance to the overall vision of the masterplan framework will stop development.
- 13.8 The consultation was successful in its aim of making the community aware of the masterplan framework proposals albeit with a small number of respondents. The consultation received 23 completed surveys which is far lower than Hoyland West (113) which was consulted on during summer 2020 Hoyland South (79) which was also out to consultation over summer 2020.
- 13.9 The masterplan framework is overall supported, although where this is not supported this appears to be from the principle of developing the site not

being supported, rather than the content of the masterplan framework. Therefore, a section will be included in the Masterplan Framework which confirms that the sites have been allocated in the Local Plan and that this vision relates to the Masterplan Framework.

14. Consultations

- 14.1 Consultations have already been undertaken with the Portfolio Holder for PLACE, Local Members, as well as local stakeholders. Further consultation will be undertaken with Local Members, Landowners and key stakeholders such as the RSPB and Doncaster MBC.

15. The Corporate Plan and the Council's Performance Management Framework

- 15.1 The masterplan documents will help to secure sustainable, employment growth in one of the more deprived areas of the borough consistent with the new corporate priorities.

16. Tackling Health Inequalities

- 16.1 A Health Impact Assessment was produced to consider the Local Plan proposals on health. This considered the impact of the various policies within the plan on the health of various communities as well as whether they contribute to the ambitions of the Corporate Plan and reduce health inequalities. It concluded that as a whole the plan would potentially improve the health of residents and help address health inequalities.
- 16.2 A representative from Public Health is a member of the masterplan board and will be responsible for assisting Officers to produce a masterplan focussed Health Impact Assessment and Health and Well-being delivery strategy.

17. Climate Change & Sustainable Energy Act 2006

- 17.1 Following the declaration of the climate change emergency last year, the council have committed to ensuring that climate change features as a corporate priority with a commitment to delivering a zero-carbon borough. Reducing the impact of climate change is a key objective of the Barnsley Local Plan providing a policy framework that seeks to reduce the causes of and adapt to the future impacts of climate change by:
- Promoting the reduction of greenhouse gas emissions through sustainable design and construction techniques.
 - Locating and designing development to reduce the risk of flooding.
 - Promoting the use of Sustainable Drainage Systems (SuDS).
 - Promoting and supporting the delivery of renewable and low carbon energy; and
 - Promoting investment in Green Infrastructure to promote and encourage biodiversity gain.
- 17.2 The Masterplan includes chapters covering a range of environmental considerations with measures incorporated to minimise the impact on climate change and ensure the development is resilient to the anticipated impacts of a

warmer climate. The following are of particular relevance given the anticipated uses and site constraints:

- An Energy Strategy has been commissioned to support the Masterplan Framework and provides an evidence base for energy and sustainability measures that can be introduced on the site.
- The Masterplan Framework includes a blue infrastructure framework that will seek to complement the green infrastructure framework for the site and deliver flood risk improvements by providing SUDs to slow surface water run-off and provide storage for flood water during periods of high rain fall. The blue infrastructure will also play a significant role in providing biodiversity net gain.
- A drainage strategy has been completed with the recommendations fed into the final layout. Development will be carefully designed to ensure that buildings are located outside of the Flood Zones 2 and 3 to the north west of the site.

18. Risk Management Issues

- 18.1 There is a risk that the final masterplan framework is not well received by the local community. However, the community consultation was designed to involve local communities at an early enough stage in the development of the over-arching place-making strategy to ensure that development, and the phasing of development, is done comprehensively and with the support of the local community. All sites were consulted upon as part of the Local Plan consultation process. There will be further public consultation at the planning application stage with opportunity to comment on detailed proposals.
- 18.2 There is also a risk that the adoption of the masterplan framework is delayed. The consequence of this would be that planning applications cannot be determined for the site and BMBC fail to deliver against Local Plan targets.

19. Promoting Equality & Diversity and Social Inclusion

- 19.1 The Local Plan was subject to an over-arching Equalities Impact Assessment which considered its policies and procedures. This concluded that all policies and proposals apply to all sectors of the community equally. The design policy D1 also seeks to ensure that development is designed to be accessible to all. The SPD's and masterplan frameworks will support these policies in ensuring that equality, diversity and social inclusion are promoted.

20. Conservation of Biodiversity

- 20.1. The master planning exercise has undertaken a variety of ecological surveys, including Phase 1 Habitat survey, Golden Plover survey and Marsh Harrier surveys to feed into the statutory processes to ensure that any issues that are identified can be fully considered. In addition to this, it will be a requirement of the masterplan framework that a 10% minimum Biodiversity Net Gain be delivered by forthcoming planning applications.

21. List of Appendices

Appendix A - Financial Implications

Appendix B - Masterplan Framework

Appendix C - Delivery Strategy

Appendix D - Health Impact Assessment

Appendix E – Statement of Community Involvement

Appendix F - Equalities Impact Assessment

Office Contact:	Lucie McCarthy	Date: 08/09/2021
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Report of the Executive Director of Place

FINANCIAL IMPLICATIONS

i)	<u>Capital Expenditure</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	TOTAL
		£	£		
					0
		0	0	0	0
	To be financed from:				
					0
		0	0	0	0
ii)	<u>Revenue Effects</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	<u>FYE</u>
		£	£	£	£
	<u>Expenditure</u>				
		50,000	0		
	Total Expenditure	50,000	0	0	0
	To be financed from:				
	Priority Investment	-50,000	0		
		-50,000	0	0	0

<u>Impact on Medium Term Financial Strategy</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>
	£	£	£
MTFS	0.000	0.031	3.879
Effect of this report	0	0	0
<u>Revised Medium Term Financial Strategy</u>	0.000	0.031	3.879

Agreed by: ..D Greaves..... On behalf of the Service Director and Section 151 Officer -Finance

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Goldthorpe Masterplan Framework

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Version 2.0
September 2021



BARNSLEY
Metropolitan Borough Council

edward
architecture

Vision

The vision for Barnsley 2030 is one of creating a place of possibilities with four main ambitions:

- A Healthy Barnsley
- A Growing Barnsley
- A Learning Barnsley
- A Sustainable Barnsley

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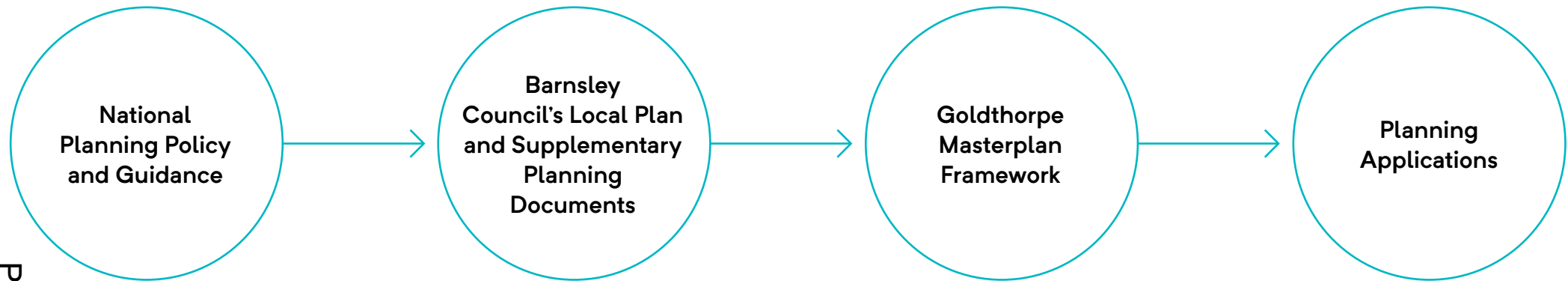
The Goldthorpe Masterplan Framework seeks to create an attractive, deliverable and sustainable high quality employment site which will provide for the town and the wider Dearne Valley. The site provides an opportunity to deliver high quality employment, whilst responding positively to the surrounding environment by respecting the site and its surroundings, incorporating high quality green infrastructure and embracing low carbon energy opportunities in support of the 2030 vision.



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What is a Masterplan Framework and why is it required?		Design Evolution	
Section 2:	6	Section 6:	34
Site Location & Description		Masterplan Framework	
Section 3:	9	Section 7:	50
Planning Policy Context		Infrastructure, Phasing & Delivery	
Section 4:	14	Further Information	47
Baseline Context & Analysis			

What is a Masterplan Framework and why is it required?



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The council's Local Plan was adopted in January 2019. This Masterplan Framework is a requirement of Local Plan policy ES10 and will help to make sure that policy objectives are met and that the site can be developed in a comprehensive manner, taking into account all of the infrastructure requirements.

The Masterplan Framework will guide the development of the site to achieve its full potential and secure sustainable and inclusive growth by providing improved job opportunities in accordance with the Barnsley 2030 vision. The Masterplan Framework is a strategic document that sits alongside Supplementary Planning Documents and should be read in conjunction with National Planning Policy and Guidance and the Local Plan. The Masterplan Framework is a material consideration in the determination of planning applications on the site.

Purpose of Masterplan Framework

The purpose of this document is to establish the principles which will guide future development within the ES10 site, which has been allocated for employment use in the adopted Local Plan. Any development proposals for this site will be subject to the principles within this Masterplan Framework (as set out in the Local Plan site-specific policies).

The contents of this Masterplan Framework provides a clear set of assumptions to provide the certainty required to help make informed decisions about the scale and nature of future planning applications on the site. It is acknowledged that the Masterplan Framework is based on technical information available at the time of preparation and issues may emerge through further detailed technical work.

Any deviation from the Masterplan Framework arising as a result of further technical assessment will need to be clearly justified and agreed with the council at planning application stage.



Job Creation

The Masterplan Framework has been developed in the context of wider development being brought forwards within the Dearne Valley. This includes a package of measures within the Goldthorpe Town Fund, which is intended to be used to help attract jobs and economic investment to the area, improve the local street scene and attractiveness of the High Street, improve local housing and develop better transport links.

Together these investments will jumpstart Goldthorpe's role as a growth catalyst for the Dearne Valley and a thriving community where people

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choose to live, invest and excel. ES10 contributes to the wider objectives of the Goldthorpe Towns Fund through developing Goldthorpe and connecting Goldthorpe. The scheme will also be considered in its wider strategic road network setting and will consider the implications of bringing the scheme forwards on the network both inside and outside of the Borough.

The development of ES10 is a significant investment within the Dearne Valley. The site is estimated to deliver around 204,000sq m of employment space and associated landscaping and could support over 3,000 FTE roles. In addition to this figure would be associated construction roles. The site is attractive to a number of different end users allowing for the creation of a wide variety of roles, hours and salaries.

Public Engagement

The Masterplan Framework has been subject to public consultation to enable residents and stakeholders to be involved and provide feedback on site specific draft plans and key issues including:

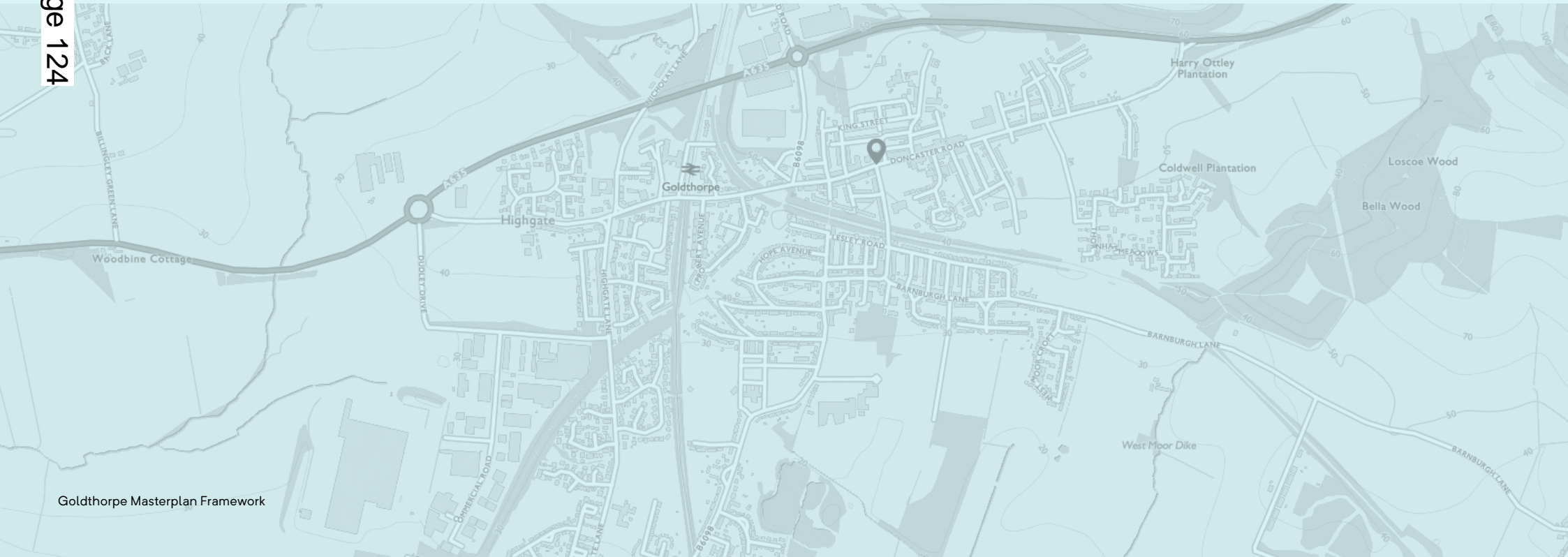
- Landscape character
- Biodiversity
- Heritage and archaeology
- Conservation area
- Land contamination and ground Stability
- Flood risk and drainage

Barnsley Council has also worked in collaboration with landowners, developers and land agents to develop the Masterplan Framework. Feedback from stakeholders and the public has been reviewed and taken account of in drawing up the final Masterplan Framework.

Section 2:

Site Location & Description

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Site Location & Description

The Goldthorpe Masterplan Framework site covers Local Plan site reference ES10 and is located off the A635 west of the settlement Bolton on Dearne and Goldthorpe. The site is 72.9ha and measures approximately 1260m long and 900m wide.

The area currently comprises agricultural fields, the northern boundary of the site comprises the A635 Dearne Valley Parkway, is screened in part by mature trees and vegetation. The eastern boundary of the site faces the Aldi RDC and Goldthorpe Industrial Estate with the southeastern boundary facing existing residential properties. The western boundary is defined by mature hedgerows and trees beyond which is greenbelt. Field boundaries within the site are currently loosely defined by a series of semi-mature and matures hedgerows.

The site has a gently sloping topography running from north to south. The site gradients running down to Carr Dike from North and South allow for cut and fill to form generous level build plateaus.



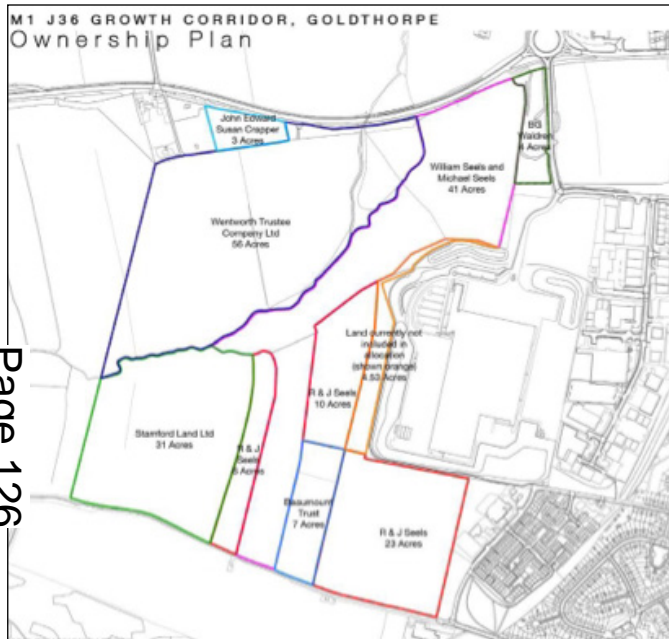
The boundary to the Aldi unit to the East is a simple post and wire fence and a public footpath with a green palisade fence to the Aldi ownership. The landscape to the Aldi warehouse is very strong to the South East where it is closest to adjacent residential and a school. The Western boundary to the green belt is not naturally de-marked. Carr Dike has good tree lines, to the North (upstream) of its confluence the beck running from the East. This beck and Carr Dike to the west are very sparsely lined with smaller trees. The Northern boundary to the A635 forms the Northern boundary of the site.

The road is raised above the site on an embankment of between 2 and 4m in height. This embankment is partly lined with roadside trees. Three sets of overhead cables run across the site. The public footpath running from A635 across the North East of the site does not currently appear to be well used.

At its southern boundary, the site borders Green Belt and The Mullins greenspace. Beyond this are the RSPB reserves Dearne Valley — Bolton Ings and Old Moor — which form part of the newly notified Dearne Valley Wetlands Site of Special Scientific Interest (SSSI). The site and beyond fall with the Nature Improvement Area — Dearne Valley Green Heart.

Land Ownership

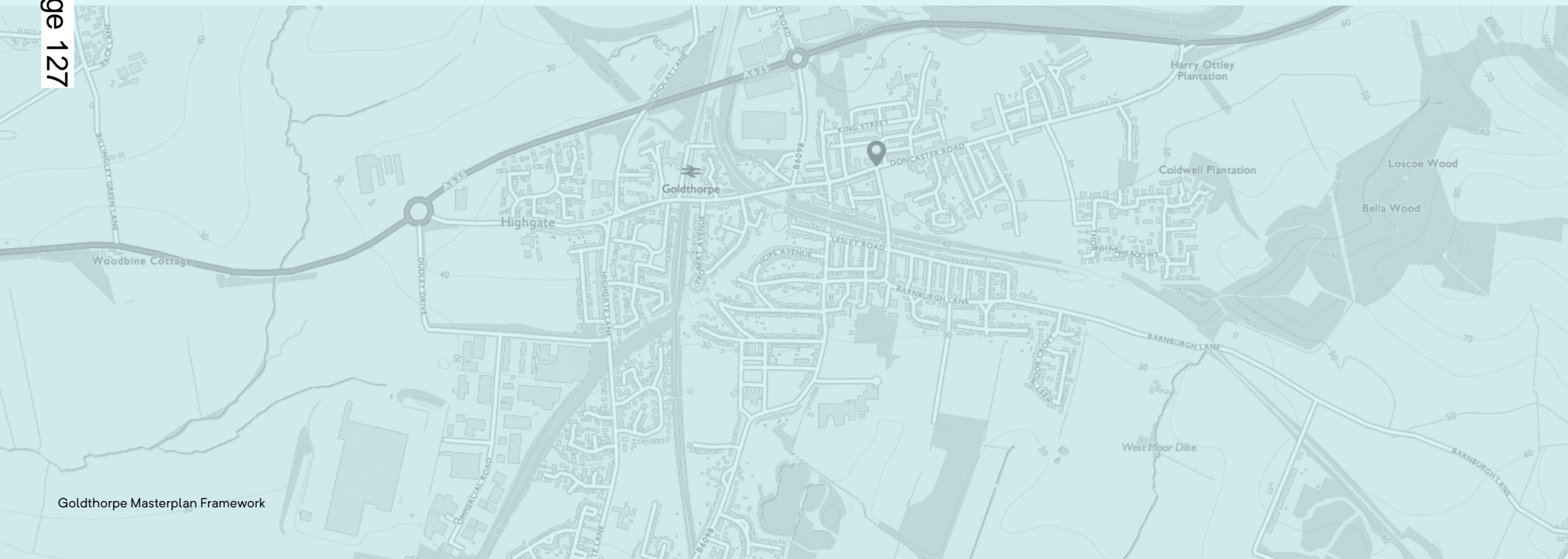
There are multiple land ownerships within the Masterplan Framework. The plan below shows the land ownership parcels.



Section 3:

Planning Policy Context

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Planning Policy Context

This chapter sets out planning policy (current at the time of writing) that has been considered in the preparation of the Masterplan Framework, and that should be considered by any future development on the site.

National Planning Policy Framework

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 124 of the NPPF makes specific reference to good design as a key aspect of sustainable development. The document sets out the three overarching objectives to achieving sustainable design, which are interdependent;

- a) an economic objective — to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective — to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective — to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Local Planning Policy

The adopted Local Plan and policies map sets out how the council will manage the physical development of the borough on behalf of residents and businesses. This includes providing sufficient land in the right places to attract more businesses into the borough and to allow existing businesses to grow. The aim of this is to create more and better jobs to improve earnings and increase opportunities for local residents. It also aims to provide improved housing to meet existing need and the needs of future generations whilst at the same time protecting what is special about the borough. Following the adoption of the Local Plan, new and updated Supplementary Planning Documents have been adopted which contain advice for people applying for planning permission. The council use these to help make decisions on planning applications alongside the Local Plan.

Barnsley's statutory development plan consists of the following documents:

- **Local Plan**
- **Joint Waste Plan (prepared with Doncaster and Rotherham)**
- **Oxspring Neighbourhood Development Plan**
- **Penistone Neighbourhood Development Plan**
- **Cawthorne Neighbourhood Development Plan**

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Following the adoption of the Local Plan, new and updated Supplementary Planning Documents have been adopted which contain advice for people applying for planning permission. The council use these to help make decisions on planning applications alongside the Local Plan.

This Masterplan Framework document has been prepared in accordance with section 6.12 of the adopted Local Plan, and with specific reference to the site specific policy for the allocation (ES10), which states.

The proposed development consists of allocated sites ES10 which will deliver Employment Land. According to these policies, future development within the Goldthorpe site is set to:

- Protect and enhance biodiversity value and on the nearby Old Moor RSPB reserve and ensure that the development avoids impacts or incorporates effective mitigation measures.
- Provide a contribution towards improvements to biodiversity within the Dearne Valley Green Heart Nature Improvement Area;
- Include the creation of a habitat corridor (at least 8m in width) along Carr Dike and a sustainable drainage scheme to ensure that rainwater falling on the site is still able to drain into the Dike aiming to improve water quality;
- Improve the highway network to mitigate the impact of additional traffic generated by the development on surrounding roads and in particular effects on the A635 and other strategic road links to the A1/M and M1 motorways;
- Provide appropriate access to housing site reference HS51 from Billingley View through the south east corner of the site;
- Retain the existing woodland and hedgerows on the site periphery;
- Retain the section of hedgerow remaining in the north-west corner of the site;
- Avoid locating any built development in Flood zones 2 and 3;
- Safeguard the setting of the Billingley Conservation Area; Give consideration to Carr Dike and the connecting unnamed ordinary watercourse which run through the site;
- and Provide an air quality assessment to assess the impacts of traffic emissions within air quality management areas along the A635 and other strategic road links to the A1/M and M1. Any adverse impacts on air quality should be mitigated in accordance with policy AQ1.

Local Plan Policies

The table below provides a summary of the Local Plan policies that are relevant to the site and to which the Masterplan Framework has had regard to and against which future planning applications will be assessed:

Policy SD1	Presumption in favour of Sustainable Development
Policy GD1	General Development
Policy LG2	The Location of Growth
Policy E1	Providing Strategic Employment Locations
Policy E2	The Distribution of New Employment Sites
Policy E3	Uses on Employment Land
Policy ES10	Land South of Dearne Valley Parkway
Policy HS51	Site to the west of Broadwater Estate — requires appropriate access from Billingley View through the south east corner of site ES10
Policy T3	New Development and Sustainable Travel
Policy T4	New Development and Transport Safety
Policy T5	Reducing the Impact of Road Travel
Policy D1	High Quality Design and Place Making
Policy LC1	Landscape Character
Policy HE1	The Historic Environment
Policy HE2	Heritage Statements and general application procedures
Policy HE6	Archaeology
Policy GI1	Green Infrastructure

Policy GS2	Green Ways and Public Rights of Way
Policy BIO1	Biodiversity and Geodiversity
Policy GB1	Protection of Green Belt
Policy CC1	Climate Change
Policy CC2	Sustainable Design and Construction
Policy CC3	Flood Risk
Policy CC4	Sustainable Drainage Systems (SuDS)
Policy RE1	Low Carbon and Renewable Energy
Policy CL1	Contaminated and Unstable Land
Policy AQ1	Development in Air Quality Management Areas
Policy UT2	Utilities Safeguarding
Policy I1	Infrastructure and Planning Obligations

Joint Waste Plan

Joint Waste Plan Policy WCS7 – managing waste in all developments Ensures that development proposals seek to reduce the amount of waste produced during the construction and time of the project and re-use and recycle waste materials on site where possible. All development proposals (excluding minor planning applications) will be expected to produce a waste management plan as part of the planning application. For largescale development proposals such as this site, waste minimisation issues should also be addressed through the Environmental Impact Assessment (EIA).

Relevant Supplementary Planning Documents — Adopted 2019

Trees and hedgerows

Supplements Local Plan Policy BIO1 and offers guidance on how to deal with existing trees and hedgerows on development sites.

Residential amenity and the siting of buildings

Supplements Local Plan Policy D1 High Quality Design and Place Making. Sets out the design principles that will apply to the consideration of planning applications for non-residential buildings in proximity to existing residential properties.

Biodiversity and geodiversity

Offers guidance to those seeking to develop land which may have, or is in proximity to a site that has, value for biodiversity and/or geological conservation. Sets out how Local Plan policy BIO1 and GI1 on green infrastructure will be applied. It also provides further specific detail about the Dearne Valley Nature Improvement Area.

Planning Obligations

Introduces the topic-specific SPDs which seek section 106 contributions. This SPD sets out priorities for contributions. It makes it clear that where multiple developer contributions are required, those for schools and sustainable travel will take precedence.

Sustainable travel

This Supplementary Planning Document (SPD) primarily supplements Local Plan Policies T1 Accessibility Priorities, T3 New Development and Sustainable Travel and I1 Infrastructure and Planning Obligations and seeks contributions for sustainable and active travel. Sets out the number of electric vehicle charging points to be provided by developments as a minimum.

Parking

This SPD offers guidance to developers, architects, agents and landowners considering submitting a planning application. It supplements Local Plan Policy T3 New Development and Sustainable Travel by setting out the parking standards that the Council will apply to all new development.

Sustainability and Energy

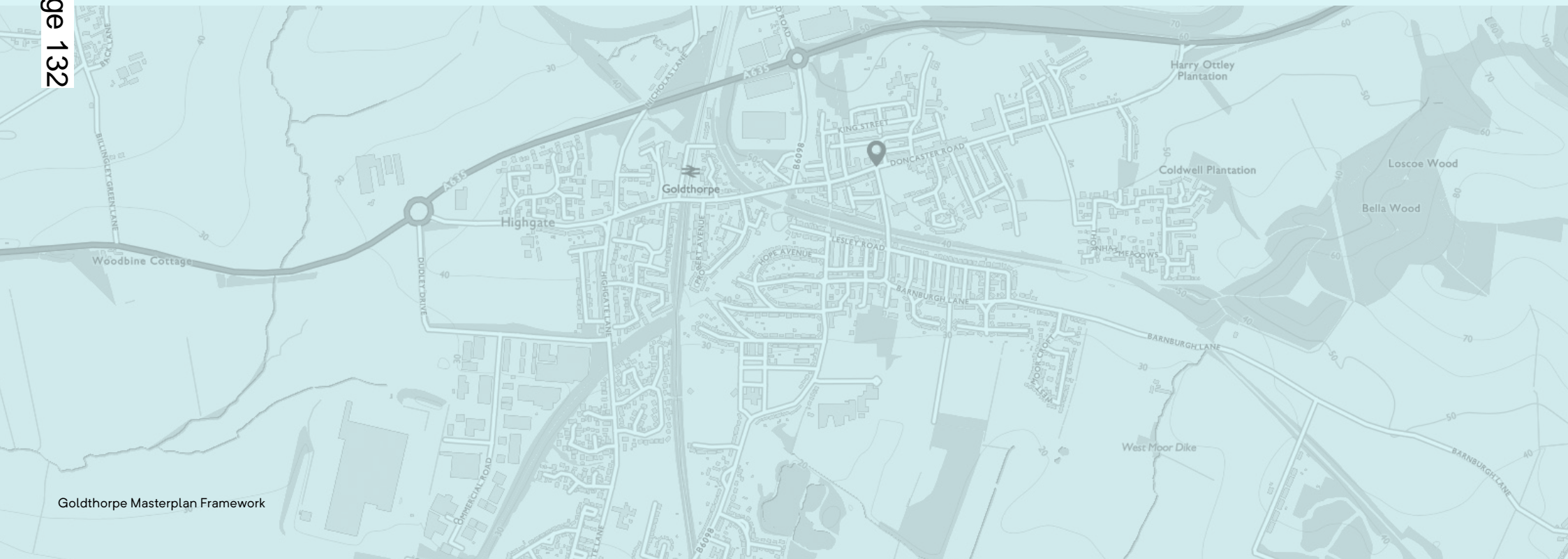
The council has declared a climate emergency (September 2019), with a strategy for the borough achieving zero carbon by 2045 (Zero 45). As the Council strives to achieve this goal, new developments will be asked to play their part and through further work, consideration will be given to the following measures:

- **Creating energy efficient well insulated buildings in order to reduce carbon emissions;**
- **Use of renewable energy sources (e.g. solar, wind, biofuels) for all or part of their energy needs to reduce carbon emissions;**
- **Sustainability standards such as BREEAM and CEEQUAL when designing developments;**
- **Implementation of sustainable drainage systems to safely deal with surface water run-off and minimise the risk of flooding;**
- **Identifying opportunities to incorporate space within new buildings to accommodate low carbon technology in the future, to ensure that new development is durable and adaptable;**
- **Recycling facilities;**
- **Identifying opportunities for green and solar roofs;**
- **Travel plans to encourage active and sustainable travel.**

Section 4:

Baseline Context & Analysis

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Summary of Existing Evidence

An evidence base for the site was collated initially as part of the Local Plan Site Allocation process. A summary of these assessments can be found below:

Preliminary Ecological Appraisals

— Wildscapes (2013 and 2018),

Golden Plover Report

— Wardell Armstrong (2014)

Planning Report

— South Yorkshire Mining Advisory Service (2018)

Transport Impact Assessment Report

— AECOM (2018)

Additional evidence has been commissioned to inform decisions relating to the masterplan framework — these include:

High Level Feasibility Report

— Edward Architecture (2019)

Goldthorpe ES10 Preliminary Ecological Appraisal

— Middleton Bell Ecology (2020)

Drainage Strategy and Preliminary Flood Risk

Assessment — AECOM (2021)

In order to understand the existing evidence base for the site, a review of existing material and recent assessments have been undertaken. The review identifies where there may be implications for the Masterplan Framework and has informed the Constraints and Opportunities plans within this section.

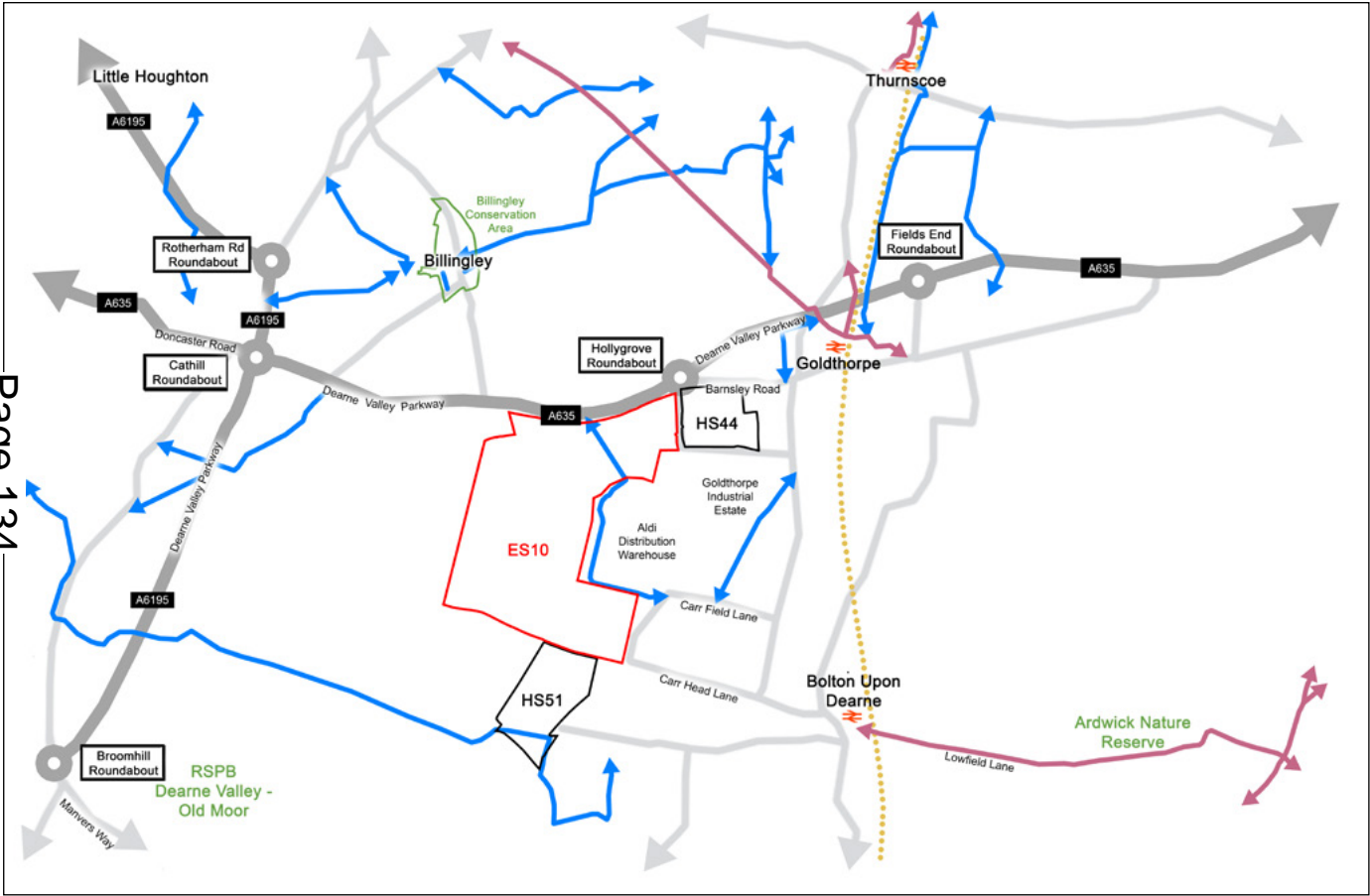
Sustainability and Energy Use

Sustainable development and reducing the borough's impact on climate change are the overarching principles of this Masterplan Framework in accordance with the Local Plan. The development of the Masterplan Framework has been assessed against the objective of securing sustainable development within Barnsley to meet its environmental, economic and social needs. On this basis the proposal will look to deliver the following qualities of sustainability:

- **An employment site with informal public open spaces all connected by public footpaths/cycleways;**
- **Protection and/or enhancement of the quality of natural assets including water and biodiversity;**
- **High-quality well-designed development taking into account local distinctiveness;**
- **Promotion of walking, cycling and public transport use in order to reduce car dependency;**

Transport and Movement — Public Transport Accessibility

Links, Paths & Roads:



Bus

The A635 (Barnsley Road) is a key bus route connecting the new employment land (ES10?) with Barnsley, Rotherham and Doncaster town centres, as well smaller centres such as Grimethorpe and Goldthorpe.

Bus Stop	Distance from site	Servicing
Billingley, Billingley Green Lane	0.15km	X19, 208, 218, 218a
Highgate, Dudley Drive	0.5km	X19, 208, 218, 218a
Darfield, Balkley Lane	1.53km	X19, 208, 218, 218a

Train

Goldthorpe Rail Station is located approximately 2km east of the site. Operating on the Wakefield Line, it provides hourly rail services between Leeds and Sheffield from Monday to Saturday, with a reduced service on Sunday. This allows people to travel to and from the site via rail as part of a combined journey.

Goldthorpe has been identified as the preferred location for a Parkway Rail station within the context of Transport for the North's (TfN) Northern Powerhouse Rail Strategy, as part of an improved connectivity link between Sheffield and Leeds. The station will provide a link to new national and regional rail network infrastructure, and a direct bus service between Barnsley and Doncaster as part of the SCR's Transforming Cities Fund package. Transport for the North's initial analysis estimates the local rail market could grow by 3,500 additional passengers per day at the station. Alongside complementary cycling and pedestrian infrastructure it can reduce residents' travel emissions and increase physical activity.

Active Travel

Barnsley Council has an Active Travel Strategy aimed at encouraging more people to walk and cycle in order to improve the quality of life. This includes improved connections to local train stations and enhancements of arterial routes including the A635 between Barnsley, the Dearne Valley and Doncaster. The successful implementation of the strategy will be particularly significant for the more deprived communities to the east of the borough where car ownership is lower.

Highway Network

The site is immediately south of the A635, which provides direct access to the A1M to the east and connects with the A6195 at Cathill Roundabout. This roundabout as well as Broomhill Roundabout and Wath Road Roundabout, which are further south on the A6195, have been recently expanded to increase their capacity. In part, this is due to the anticipated traffic generation from the ES10 employment allocation. The A6195 then runs west towards M1 J36 where there has been further investment to increase capacity on the network in recognition of further Local Plan growth within Hoyland Principal Town. These schemes were collectively funded by Sheffield City Region's Investment Fund.

Previous work has been undertaken to assess conditions on the existing highway network with a focus on the villages of Hickleton and Marr in Doncaster borough which the A635 passes through en route to junction 37 of the A1M. This work identified queuing on the side roads that join the A635 during peak times as a result of traffic volumes and the junction designs (e.g. absence of dedicated lanes for right turners).

Bypasses for the villages of Hickleton and Marr, within the borough of Doncaster, therefore remain an aspiration. Such a scheme would form the final phase of the Dearne Valley Regeneration Route (DVRR), construction of which began in the 1990s and now includes the Dearne Valley Parkway (which runs east

to west from the Wath/Manvers area in Rotherham to junction 36 of the M1 at Birdwell), the Dearne Towns Link Road (which runs from Broomhill in the South to Shafton in the north) and the Goldthorpe Bypass. Given that traffic generated from this site would likely increase traffic volumes on the A635, the Council has been and will continue to work closely with Doncaster Metropolitan Borough Council and Sheffield City Region to support their work on the business case for a bypass.

The work completed to date demonstrates that Strategic Case for improving the DVRR is strong. It addresses the air quality and safety issues in Hickleton and Marr and unlocks further growth potential in the Dearne. However, the evidence also suggests that the route is relatively uncongested and delays affect the joining roads rather than the A635 itself. Accordingly, the Benefits to Cost Ratio for the DVRR is considered to be relatively low. This means that, based on the existing Department for Transport criteria, funding is uncertain. As such, the starting point for considering proposals to develop the ES10 site will be to establish whether air quality and safety issues through Hickleton and Marr can be addressed without a bypass.

More locally to the site, work has been completed to establish the preferred means of access, which is a new, 3 arm roundabout on the A635 with public money also earmarked to help fund the construction.

Local Facilities

There are a range of local facilities and amenities within a 5 and 10-minute walk of the site (400m and 800m respectively). The centre of Goldthorpe is approximately 1.7km away to the east of the site which is approximately a 25-minute walk. The site is well served by public transport and Goldthorpe train station is approximately a 20-minute walk from the site. Within the 10-minute walking catchment area, future employees would have access to Aldi supermarket and other facilities within Highgate.

Approximately 80% of the south is shown to lie on natural bedrock of either shales, mudstones or the Mexborough Rock Sandstone of the middle coal measures. Very few issues are anticipated over this section of the land as little former land uses other than agriculture are known.

In light of the above, Coal Authority will be a key consultee for any future proposed development within the masterplan framework site.

Ground Conditions

South Yorkshire Mining Advisory Service (SYMAS) have advised that the northern 20% of the site is largely made of fill material associated with the backfilling of the former opencast coal operations in this area. Small sections in the extreme north and north east (which have not been opencast) will pose some risk for shallow historic mining void migration. Future development in these areas will require suitable site investigation works to ensure sound stability for development in those specific areas.

Heritage

Billingley Conservation Area & Listed Buildings

The maps below show how the area surrounding the site has evolved since the end of the 19th Century:

These demonstrate that urban expansion has predominantly occurred to the east and south east of the site. These more modern areas buffer the site from the original settlement of Bolton upon Dearne around St Andrew's Church and Bolton Hall.

1895



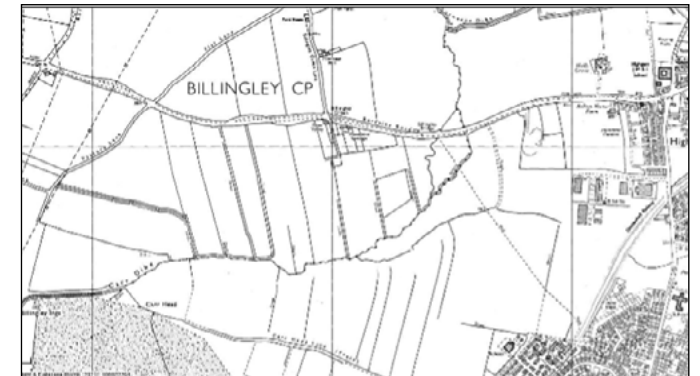
1920



1948



1990



The nearest listed buildings to the site are situated in Billingley which is also a Conservation Area. There are a total of three Grade II listed buildings within the village; Billingley Hall, Poplar Farmhouse and Manor House. The Conservation Area includes almost all the buildings in the village. The only Billingley omissions are Hall Farm to the south-east of Back Lane, New Grange Farm to the north east of the village, Pond House and Primrose View to the south. Starting from the junction of High Street and Back Lane to the north of the village, the Conservation Area boundary runs east along the eastern side of Back Lane until the entrance to Hall Farm.

From here, the boundary continues west and crosses the junction of High Street, Back Lane and Flat Lane. The boundary runs along Flat Lane until Well Lane where it travels north and then west again along the rear of properties on the south side of Chapel Lane. After passing the western side of the Methodist Chapel the boundary continues north and then runs easterly behind properties to the north of Chapel Lane. When the boundary reaches the rear of the stables belonging to Fir Tree Cottage it travels north behind properties on High Street and their gardens before reaching the junction of High Street and Back Lane.

Billingley developed as a small farming village with two main farms located within a small hamlet of workers cottages and farmhouses most likely existing from the medieval period onwards. However, the farms moved into modern accommodation to the northern and southern edges of the village, leaving the original farm buildings in centre of the village empty.

The empty buildings were eventually converted and re-used through the creation of a planning agreement (section 52) in the early 1980s that also included the construction of some new buildings in the village. The original cottages, farmhouses and buildings that remain play a major part in contributing to the special historic character of the village.. Billingley is marked on a map of 1610 depicted within the then West Riding of Yorkshire in the Wapentake of Staincross. In 1804,

Billingley was described as having 800 acres of land, the proprietors of which were listed as Earl Fitzwilliam, Mr Micclewait, Mr Denton and Mr Pigott. It is clear that the village changed little over the next 100-150 years apart from some infill development from time to time. This was in contrast to surrounding settlements such as Thurnscoe and Goldthorpe whose populations expanded considerably from the late 19th Century onwards as new mines were sunk in the area to provide coal to the fuel industry, transport and housing throughout the country.

The impact of site ES10 on the character and setting of the listed buildings and conservation area were fully assessed as part of the Local Plan process during which the Local Plan Inspector concluded that the impact was acceptable.

Archaeology

Archaeological remains are believed to be present within the southern half of the site that has not been subject to open cast mining. Prior to any development within the site, it is recommended that further archaeological survey is undertaken, likely to comprise geophysical survey and trial trenching to assist in identifying below ground archaeological features. This information will help to inform the layout and design of the development.

South Yorkshire Archaeology Service (SYAS) should be contacted at the earliest opportunity to discuss the extent of works required.

Flood Risk and Drainage

The majority of the site falls within Flood Zone 1 and is therefore at low risk from flooding. However the north of the site falls within Flood Zones 2 and 3 and is therefore considered to be high risk of flooding from fluvial sources (rivers and streams). All planning applications over one hectare will require a Flood Risk Assessment which will be assessed by Barnsley Council and the Environment Agency. The Environment Agency may also require hydraulic modelling of the site, therefore early engagement is advised. Built development should be avoided within the areas identified as sitting in Flood Zone 2 and 3, however it may be appropriate to include such areas as parking areas or service areas.

Flood compensation areas may be required. In accordance with NPPF, SuDS should be a key feature within the development to manage surface water sustainably. Attenuation can be provided in a variety of forms and the incorporation of certain forms at this stage does not prevent the use of additional SuDS during the development of the design. The incorporation of additional SuDS within the plots such as green roofs, rainwater harvesting and bio-retention areas will reduce the size of attenuation features located downstream.

Landscape and Visual Impact

The 2016 Barnsley Borough Landscape Character Assessment, a review of the 2002 Landscape Character Assessment, defines the wider area within which site ES10 is located as a Settled Arable Slope landscape character type. This is a landscape type with a varied landform but which was considered to lack some of the other elements found within other character areas of the same landscape type. Strength of character was therefore deemed to be moderate. In addition, primarily due to the intensive farming, landscape condition was deemed poor. The 2016 study reviewed the changes since 2002 and concluded that strength of character remained moderate and that landscape condition is poor.

The 2016 study also concluded that, in respect of sensitivity and capacity, none of the changes since 2002 altered the conclusion that the character area has medium sensitivity and medium capacity to accommodate built development in areas of landscape decline that are less visually sensitive.

The study went on to assess three settlements within the area for their potential to accommodate built development. These were:

- **Land to the south west of Great Houghton**
- **Thurnscoe**
- **Goldthorpe-Bolton Upon Dearne.**

The study discouraged development to the east and south of the settlement in order to conserve the setting of the River Dearne and landscape character areas C2 Lower Dearne Lowland River Floor. In addition, it considered that development along the western edge would negatively influence landscape character of the area by threatening the intact nature of farmland through further encroachment onto exposed arable land. In the absence of alternatives, the study therefore identified an opportunity for growth on land south of the A635, which culminated in the allocation of site ES10.

Green Infrastructure

The council recognises the major contribution that the natural environment will make in realising our economic ambitions.

The decline of traditional industries and the associated economic, social and environmental consequences combined with the impacts of climate change has presented and continues to present challenges at a local, national and international level.

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Barnsley, local landscapes have evolved in the last twenty years, and through careful planning, development sites have been built in line with clear plans and policies to maintain and reshape the surrounding green areas. The local environment will always be a priority and it is important to consider the vast quantities of brownfield land that have been returned to Green Belt. Local to Goldthorpe, the greening of the post-industrial landscape has seen the creation of public open space where former pit stacks once were; this includes Goldthorpe Colliery, Land North of Old Moor and Barrow Colliery to name a few.

The Green Infrastructure Strategy for Barnsley includes four strategic objectives:

Objective 1: To accelerate sustainable economic growth

- By increasing the attractiveness of brownfield and employment sites for commercial investment either as new build or estate refurbishment
- Increasing and sustaining a high quality employment offer with a series of on-site open spaces, water bodies, footpaths and landscaping as appropriate
- Creating new parks, open spaces and landscaping to increase the attractiveness of new housing and employment land for investment
- Enhancing the appearance of the public transport hubs and services to promote walking and cycling as journeys to work
- Stimulating investment by creating attractive environments and improving image
- Promoting nature and activity-based tourism
- Encouraging better use of the River Dearne, Don and Dove

Objective 2: To adapt to and mitigate climate change by:

- Using woodlands and peat to increase the Borough's natural carbon storage capacity
- Increasing tree canopy cover on streets and in the public realm—to provide more shade, moderate urban temperatures and reduce surface water run-off
- Maintaining, and where possible increasing, the amount of vegetation cover in urban areas to reduce surface water run-off and increase the cooling effect—e.g. favouring green roofs and green walls in new and refurbished buildings, minimising the use of non-porous surfacing in the public realm and in garden materials and when existing buildings are refurbished
- Creating more areas of open water and water features to increase cooling.
- Increasing the use of Sustainable Drainage Systems (SUDS) to provide storm water attenuation and reduce flood risk.
- Identifying opportunities to undertake river restoration projects, reinstating natural flood plains to create wetlands and flood storage areas.
- Reducing carbon emissions by encouraging people to make local journeys by cycle and or on foot.
- Adopting measures which enable wildlife and habitats to adapt to climate change and maintain biodiversity.

Objective 3: To improve access, movement and connectivity with sustainable travel and secure healthy communities and well-being by:

- Increasing the quality and accessibility of natural green space, walkways and cycleways
- Increasing the use of natural green space, walkways, and cycleways
- Providing spaces for play, sport and relaxation — promoting physical and mental health and well-being.
- Fostering links between sites such as parks to create continuous green routes within and between communities
- Making use of natural features such as the rivers to create visual gateways on the strategic transport network

Objective 4: To protect and improve countryside and natural environment by:

- Increasing the areas of high biodiversity value
- Developing a network of multi-functional green spaces
- Conserving and enhancing the priority species and habitats identified in the Biodiversity Action Plan.
- Reducing habitat fragmentation through the creation, extension and restoration of priority wildlife habitats.
- Further enhancing the Borough's designated wildlife and geodiversity sites and ensure all 'Local Wildlife Sites' are in positive management.
- Maintaining and improving the condition of water bodies across the Borough.
- Increasing the use of SUDS drainage techniques to enhance water policy.

The role of green infrastructure in helping to attract greater levels of investment and improving the economic performance of the local economy (in terms of workforce productivity, tourism development, and overall 'place' branding) is increasingly recognised. The creation of new green infrastructure is seen as a critical element of new development; new assets that create economic, social and environmental value together with

helping to reduce the long-term costs to the borough of responding to climate change.

A significant amount of research has been undertaken at an international scale as to the many sustainability benefits of investing in green infrastructure; the returns from investing in green infrastructure can be calculated in economic, social and environmental terms. There is a growing body of evidence that demonstrates that investment in structural planting on and around key business locations and transport routes helps improve the attractiveness of new development sites to indigenous and inward investors. The adoption of high quality environmental standards in commercial developments is key to the appearance of the schemes if the aim is to attract and retain valuable tenants.

New highways and public transport works provide another opportunity to deliver significant structural planting, cycleways, open spaces and habitat creation through balancing ponds for example. Quality and multi-functional green infrastructure provision not only helps to mitigate the visual impact of the schemes but also enhances its attractiveness to users and adjoining communities. There is also an opportunity to utilise green infrastructure to promote development through advance structural landscaping on the site; at key gateways and along key transport corridors to improve attractiveness.

Ecology

ES10 is located approximately 550m north of Bolton Ings and 1km north of Old Moor wetlands, both of which are included in the RSPBs Dearne Valley reserves.

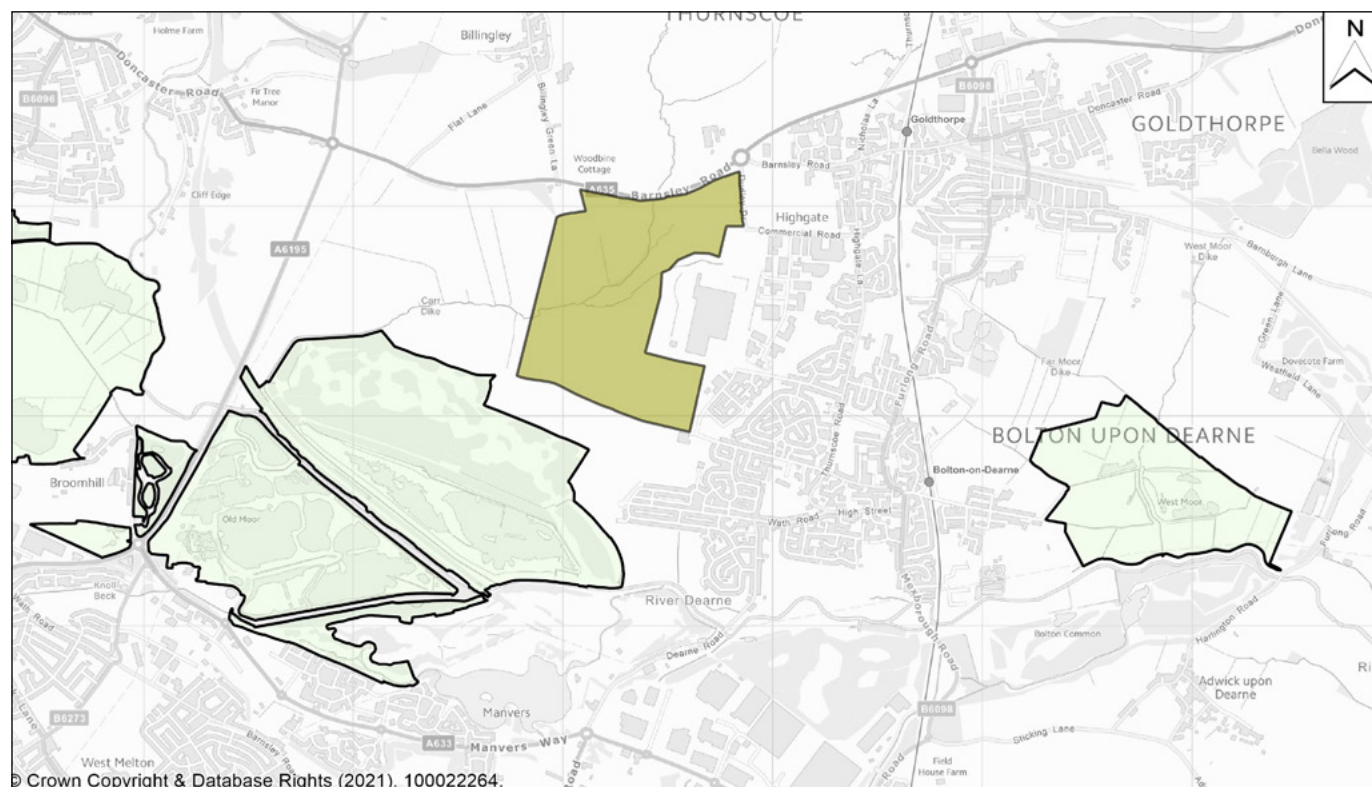
The Dearne Valley supports nationally important assemblages of breeding birds of lowland damp grassland, lowland open water and their margins and scrub, plus nationally important numbers of some individual species of breeding water birds. Carr Dike acts as a hydrologic and terrestrial habitat connectivity between the site and these wetlands.

During the development of the Barnsley Local Plan, the council worked closely with partners including the RSPB, Natural England and the Environment Agency to understand the ecological sensitivities of the site. By doing so, the council was able to satisfy itself and partners that the site is suitable for development.

On the 13th May 2021, Natural England notified designated land to the south of the site, known as including Bolton Ings, Old Moor and the reclaimed spoil heap known as The Mullins or Bolton Tip as a proposed Site of Special Scientific Interest (SSSI). It is anticipated that the SSSI will be formally designated in the foreseeable future.

Natural England have confirmed that they are aware of the development proposals of ES10 and do not consider the designation to prohibit development subject to satisfactory mitigation proposals.

ES10 & SSSI Locations



The site also falls within the Dearne Valley Green Heart Nature Improvement Area which formed in 2021 includes parts of Barnsley, Doncaster and Rotherham boroughs. The Dearne Valley Green Heart, covers a large area to the south and east of the borough. A partnership for the Nature Improvement Area (NIA) was formed with the overall aim of restoring and enhancing the ecological networks of the river, its floodplain, and its link to habitats on surrounding slopes and hills.

The site is crossed by Carr Dike, which enters the site close to the centre of the north boundary and exits mid-way down the site's western boundary. Bordering Carr Dike is broadleaved semi-natural woodland, plantation woodland and sections of species poor grassland. The most ecologically valuable habitats on site are considered to comprise Carr Dike, associated ditch network and the broadleaf woodland bordering the watercourse. Away from the ditch network, the northern section of the site in particular, supports a number of hedgerows, some of which are classed as species rich. The hedgerow denoted by TN9 is classified as Important under the Hedgerow Regulations.

Additional hedges within the site area include a mix of species-rich and species poor, intact examples and some defunct examples, however, this network provides a measure of ecological connectivity through the site away from Carr Dike. The dike has previously been diverted resulting in a steep sided profile which constrains its suitability as a habitat for a wider range

of species. Some sensitive reprofiling and diversions to allow for a more suitable profile may therefore be desirable to allow a more robust ecological corridor required by policy ES10, which will contribute to achieving a minimum 10% Biodiversity Net Gain.

Barnsley Council's Biodiversity and Geodiversity Supplementary Planning Document specifies that within the NIA, specific biodiversity enhancements over and above the minimum mitigation/ compensation measures are required. This document states that major developments are expected to incorporate full-site biodiversity measures including comprehensive sustainable drainage systems and landscape schemes. Such sites will be expected to provide connectivity throughout the site and link to sites and features outside the site.

As part of the Local Plan process, a number of ecological surveys were undertaken, which indicated that the site was attractive to Golden Plover (a red-listed native bird species of conservation concern) for overwintering. Over the winter months of 2019/2020 Golden Plover surveys and assessments were undertaken. The survey work was a follow up to original surveys completed in 2014.

The results conclude that the habitats on site are not critical to the local wintering golden plover populations within the Dearne Valley. It is not clear why the site is not used as a longer term study would be required to establish, however it is postulated that the general population declines in the locality may be linked to a shift in behavioural preference towards coastal/ estuarine habitats, especially in association with the Humber estuary.

A more recent Preliminary Ecological Assessment Report (June 2020) was undertaken by Middleton Bell Ecology and has assessed the site for the presence of a number of species including bats, birds, otters, water voles and reptiles.

Bird surveys have shown the study area is used by at least one of the notable bird species present on RSPB Old Moor. During summer 2020 marsh harrier have been observed nesting at Old Moor, and this constitutes a first breeding record for this species within Barnsley. An adult male marsh harrier from this breeding pair has been recorded foraging over the ES10 site on a daily basis recently. The species is a Schedule 1 protected species under the Wildlife & Countryside Act 1981. This observation demonstrates that the site is likely to be used as a wider dispersal and foraging area by birds using RSPB Old Moor and the other Dearne Valley wetlands.

The survey also revealed that Bats currently appear to make most extensive use of Carr Dike and the site's hedgerow network. The main impacts on this faunal group would result from any severance of these features, most notably including Carr Dike. This species group would also be sensitive to any increase in artificial lighting across the dike and to a lesser extent any retained hedgerows. In turn, this limits the areas where Carr Dike could potentially be diverted to provide a more suitable profile and habitat for other species (e.g. the stretches where trees are absent)

The site is used by a wide range of more generalist bird species and other animals, such as hedgehog and rabbits. The majority of generalist wildlife species are likely to rely on Carr Dike, site hedgerows and other semi-natural habitats for foraging and travelling through the site. As with bats, negative impacts on many of these species may be avoidable. The ecological assessment has confirmed that the absence of Great Crested Newts within the site.

The ecological assessments have informed the layout of the development. The retention of Carr Dike and 8m buffer zone will act as an ecological corridor providing connectivity through the site to the off-site water attenuation pond which will also be designed as a biodiversity habitat.. As per ES10 site policy, the masterplan framework will look to retain as many areas of significant ecological value as possible whilst recognising that there may be some instances where this is not practicable. In these instances ecological mitigation will be required.

Biodiversity Net Gain (off site complement SSSI)

The impact of the development has been assessed and an appropriate overarching Green Infrastructure strategy developed that ensures any harm is addressed through suitable mitigation measures to achieve an overall biodiversity net gain of at least 10%. Future planning applications will be required to justify any loss of existing habitat and provide a clear strategy for mitigation and/or compensation where the loss is unavoidable.

Biodiversity Net Gain may be delivered both on site and off-site within an area agreed with the council. Given the constraints to the site, it may be more appropriate to deliver the majority of this off-site to achieve more robust habitat creation. The off-site attenuation pond to the west of ES10 could offer significant BNG increases and complement the SSSI to the south of the site and RSPB sites. The pond would be of a scale that would allow valuable habitat creation and have the potential to become an additional area for birds. It may be possible to allow public access to the pond with agreement of the landowner.

Noise

The site borders existing industrial uses to the east of the site, open land to the south and west and the A635 to the north. The nearest receptors to the site include a small cluster of residential dwellings fronting the A635 and bordering the site at its north eastern corner. The road is responsible for the vast majority of the existing background noise levels and this would have to be accounted for when undertaking noise assessments to support future planning applications.

To the south east of the site, the site borders Dearne Community Children's Centre and Heather Garth Primary Academy on Billingly View, beyond which are residential properties. Another primary school (Lacewood) is located to the south off Carr Head Lane and on a vacant strip of land between Lacewood School and Dearne Community Children's Centre, planning permission has been granted for a small residential development. To the west of Lacewood School, land is allocated for residential use (ref HS51), with approximately 279 dwellings expected to be provided and accessed from Billingley View through the south east corner of site ES10.

These areas experience some background noise from the existing industrial estate but without an appropriate site layout and mitigation there is potential for adverse noise impacts as a result of the development and operation of the ES10 site.

Accordingly, careful consideration should be given to the relationship between proposed employment units and existing residential and school buildings. Future planning applications should include relevant assessments to demonstrate an acceptable level of residential amenity and consider appropriate mitigation measures, including landscape buffers.

Air Quality

In recognition of emissions from road traffic on the section of the A635 between the ES10 site and the A1M, Doncaster Council have declared air quality management areas within Hickleton (AQMA 7) and Marr (AQMA 7A). Whilst these are outside of the Borough, development of the ES10 site will generate new trips on the A635.

Designation of an AQMA does not mean that there should be no new development within the area but does mean that greater weight will be given to the impact on air quality and mitigation.

The impact of the development cannot be fully modelled during the master planning stage as a wide variety of end users may occupy the site. However, this will have to be undertaken alongside a Transport Assessment to assess the cumulative impacts of the whole development as per the delivery strategy accompanying this Framework.

Utilities

Aecom services capacity advise from statutory authorities as at May 2019 based on assumptions for the end use of the site was as follows:

Aecom services capacity advise from statutory authorities as at May 2019:

Electrical Infrastructure

Based on warehouse/distribution (B8) uses, the estimated electrical load is 5,900 kVA, which is split down between the 3 plots as follows:

- Plot 1 : 1,011 kVA
- Plot 2 : 1,646 kVA
- Plot 3 : 3,237 kVA

In addition to the above, consideration will also need to be given for future adoption and integration of new sustainable technologies, including electric charging points as identified with the Sustainable Travel SPD.

There is currently an overhead line running across the proposed development site, this line will need to be diverted as part of any future works. Northern Powergrid has provided us with the following budget estimates:

Northern Powergrid has provided us with the following budget estimates:

- Cost to provide the connection to the development
= £1,760,000 (excluding VAT)
- Cost for division works at the development
= £350,000 (excluding VAT)

Gas Infrastructure

Use of Gas within the development should be seen as a last resort only after exclusive use of renewables has been comprehensively explored. Based on warehouse/ distribution (B8) units, the estimated gas load for the development is 12,883 kW, which is split as follows::

- Plot 1 : 2,159 kW
- Plot 2 : 3,581 kW
- Plot 3 : 7,144 kW

No reinforcement works are currently required to the existing gas infrastructure around the site. At the time the report was commissioned, the budget estimate to provide a connection to the development was £272,894 (excluding VAT).

Water Infrastructure

Based on warehouse/distribution (B8) units, the estimated water demand for the development is 15 l/s (potable water only). This is split between the 3 plots as follows:

- Plot 1 : 2.5 l/s
- Plot 2 : 4.0 l/s
- Plot 3 : 8.0 l/s

Due to the size of the plots water supplies would be required for firefighting purposes, if fire hydrants were fed directly of the mains supply then a flow rate of between 50 — 75 l/s would be required. If this flow rate is not available a minimum flow rate of 25 l/s would be required to feed the sprinkler tanks on the plots.

Within the ES10 site area, there may be a requirement for diversions of existing gas, electricity and water mains, these will need to be reviewed at the detailed stage.

These assumptions will almost certainly have changed by the time a planning application is submitted and so these will need revisiting as per the delivery strategy accompanying this Framework.

Constraints

The constraints plan has been informed by the assessment of the baseline context. Constraints are considered potential limitations to development and has the potential to influence how a development is designed and evolves through the process. The main constraints identified include:

- Gently sloping valley site
- Affected by flood zones 2 and 3
- Ecology and trees around Carr Dike and tributaries (8 metre minimum required)

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Road side trees to A635

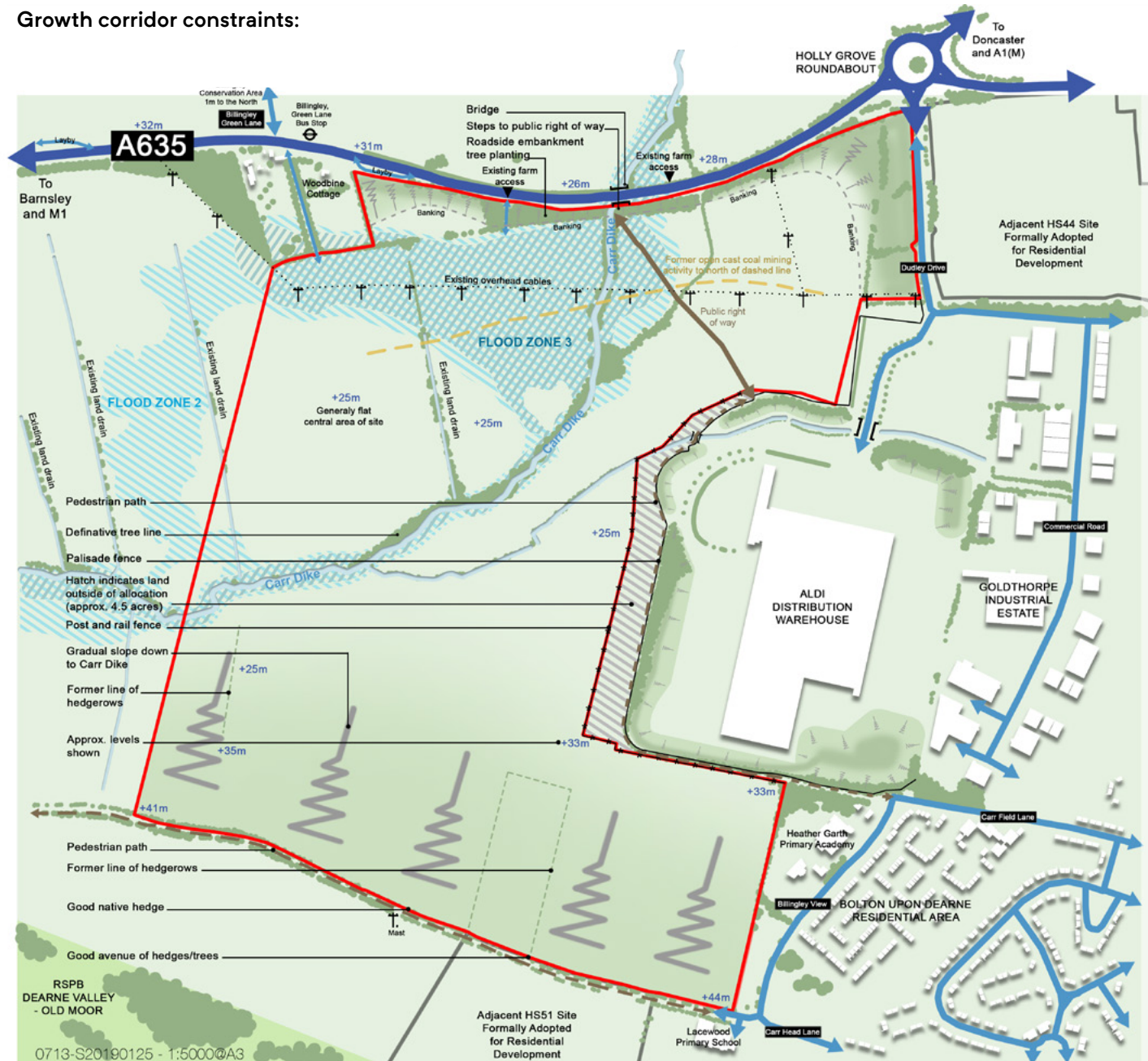
Overhead Cables

Former Mining Activity

Views from Billingley Conservation Area 1 mile to the north

- Views from existing and proposed housing developments
- Long distance views north, west and south
- RSPB Dearne Valley, Old Moor to south west Sub-sites of the newly-notified SSSI to the south west — The Mullins/Bolton Tip, Bolton Ings and Old Moor
- adjacent Green Belt to the north, west and south of the site
- relationship to adjacent future housing sites (residential amenity)

Growth corridor constraints:

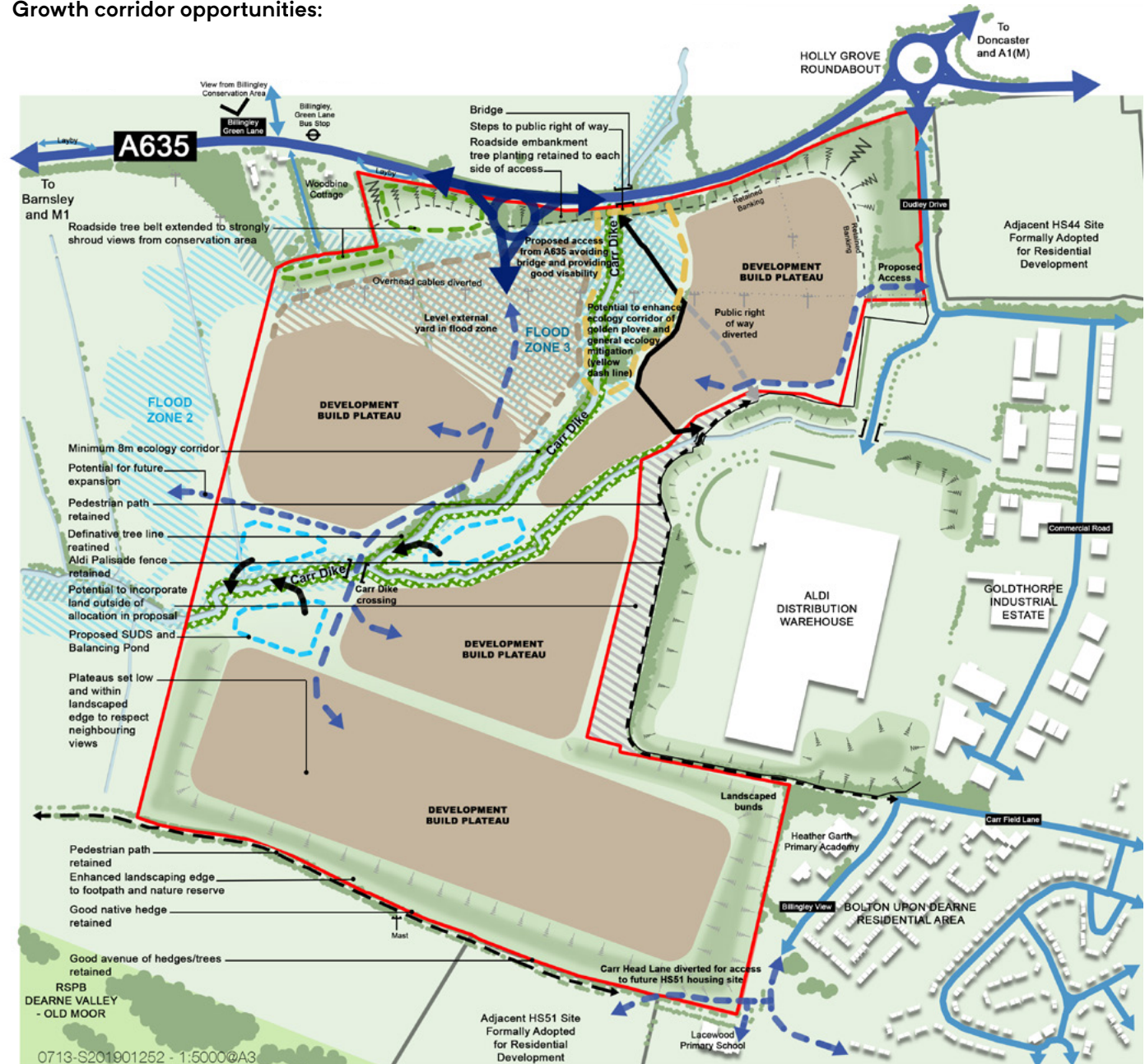


Opportunities

The main opportunities identified include:

- Natural site split around Carr Dike ecology corridor
- Large level development plateaus achievable with cut and fill and bunding
- New roundabout access from A635 serving north, west and southern sections
- Opportunity to extend and improve A635 roadside tree belt either side of access
- Levels bunding and treescapes can mitigate views from Billingley Conservation Area to the north
- Enhance ecology areas and wetland drainage
- Opportunities to enhance agricultural conditions on retained fields attractive to golden plover
- Provisions for access to adjacent site HS51

Growth corridor opportunities:



Section 5:

Design Evolution

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Design Evolution

From the outset the overall vision has been to create an attractive, deliverable, sustainable, high-quality employment site which will provide for the town and the wider Dearne Valley.

The 73 hectare site will be a high-quality employment-led development comprising of general industrial, light industrial and warehousing and distribution units along with associated office space and associated infrastructure (current and former B Use Classes).

The development of this site provides an opportunity to deliver a high-quality employment site, whilst responding positively to the surrounding environment by respecting the site and its surroundings, the site will be set within green infrastructure and will aim to embrace low carbon and energy usage.

The following objectives will be used to guide future development proposals within the site to ensure that well designed, sustainable, energy efficient development is brought forwards.

- Deliver cohesive Green Infrastructure, which links to existing footpaths, and provides a recreational resource for future workforce and existing residents in the Dearne Valley.
- Create new habitats to maximise opportunity for biodiversity.
- Provide development in a sustainable location that supports the vitality and viability of Goldthorpe District Centre and with good accessibility to public transport provision.
- Develop energy efficient development
- Create a robust green belt boundary.
- Provide visual mitigation to existing developments within Bolton on Dearne and Billingley.
- Integrate development into existing settlement without detriment to the wider landscape character.
- Maximise opportunities for active travel and access to wider green spaces

Consideration of Alternative Options

In response to the public consultation exercise a number of the landowners have produced an alternative site layout that proposes to divert a larger section of Carr Dike and to remove the central woodland in order to create a larger development plot for a first phase of development. This is not the preferred option within the masterplan framework as the harm to biodiversity is deemed to be avoidable.

Nonetheless, it is recognised that whilst the Local Plan policy and the masterplan framework

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be the starting point for determining a planning application, landowners and developers are entitled to submit planning applications as they see fit. Whilst the Council would be entitled to refuse such applications, without prejudice to any future decision, it is considered prudent within the Framework to set out expectations should a landowner or developer submit an application for a proposal similar to the layout they prepared in response to the consultation exercise.

The following diagram shows the layout with the roundabout moved to the east closer to Carr Dike:

In turn this produces a requirement to attenuation run off from higher ground on land to the north of the A635, which is anticipated to change the extent of the flood zone on the south side of the A635. The layout also incorporates a wider biodiversity corridor than the preferred option as the increased net developable area of the first plot means less net developable area is required from subsequent plots in order to achieve desired economic outputs (e.g. job creation).

Significantly, because this alternative option creates some avoidable harm it is deemed that it would need to be accompanied by a scheme for much greater biodiversity net gain than the 10% associated with the preferred option. This would entail additional habitat creation off site utilising land within the ownership of at least one of the landowners as well as working with partner organisations responsible for the wetlands that make up the SSSI. The landowner and land promoter have suggested that a much higher biodiversity net gain could be achieved in this way and as this so substantially exceeds to 10% net gain associated with the preferred option, consideration would be given to this as part of a potential alternative option.

Section 6:

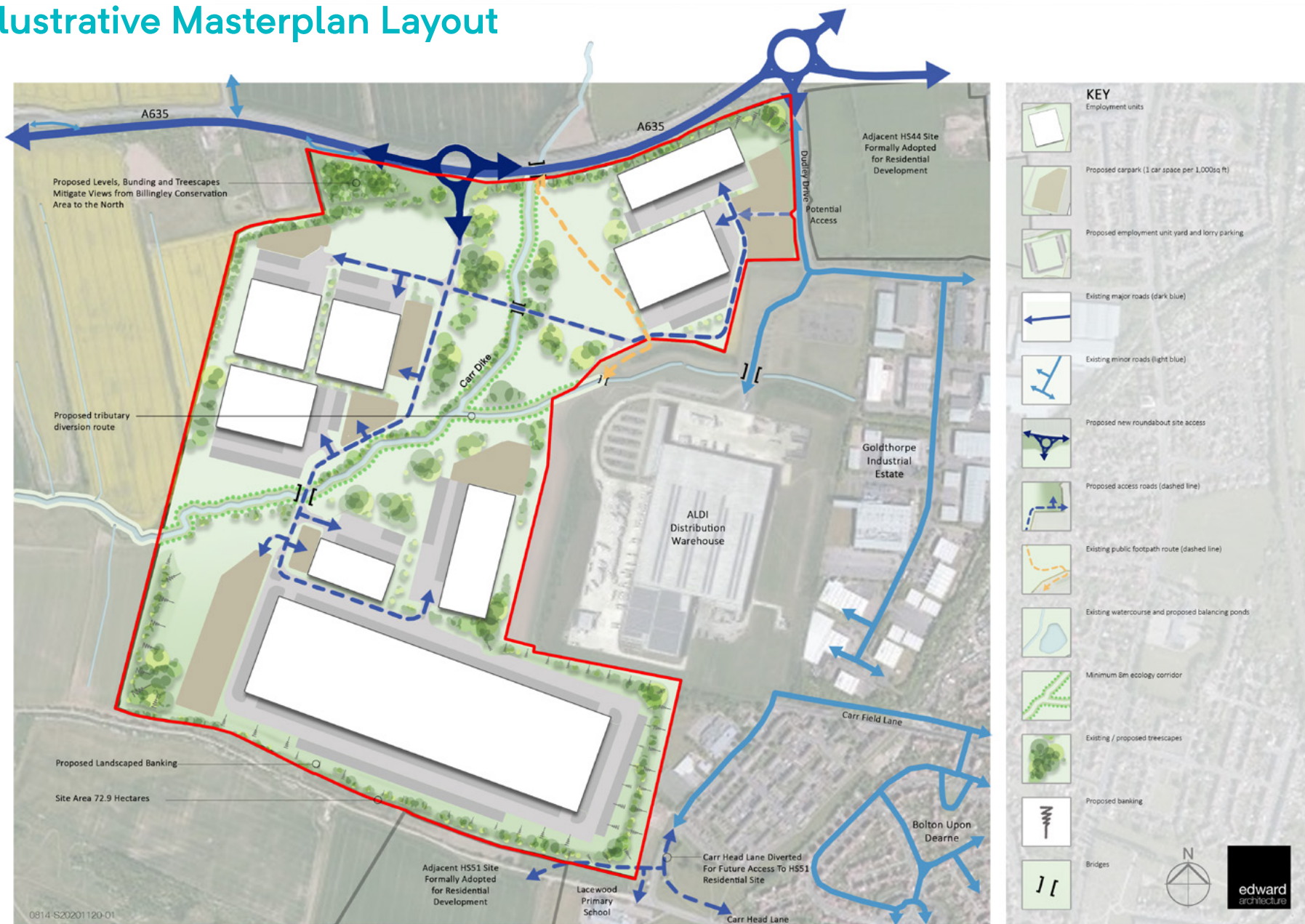
Masterplan Framework

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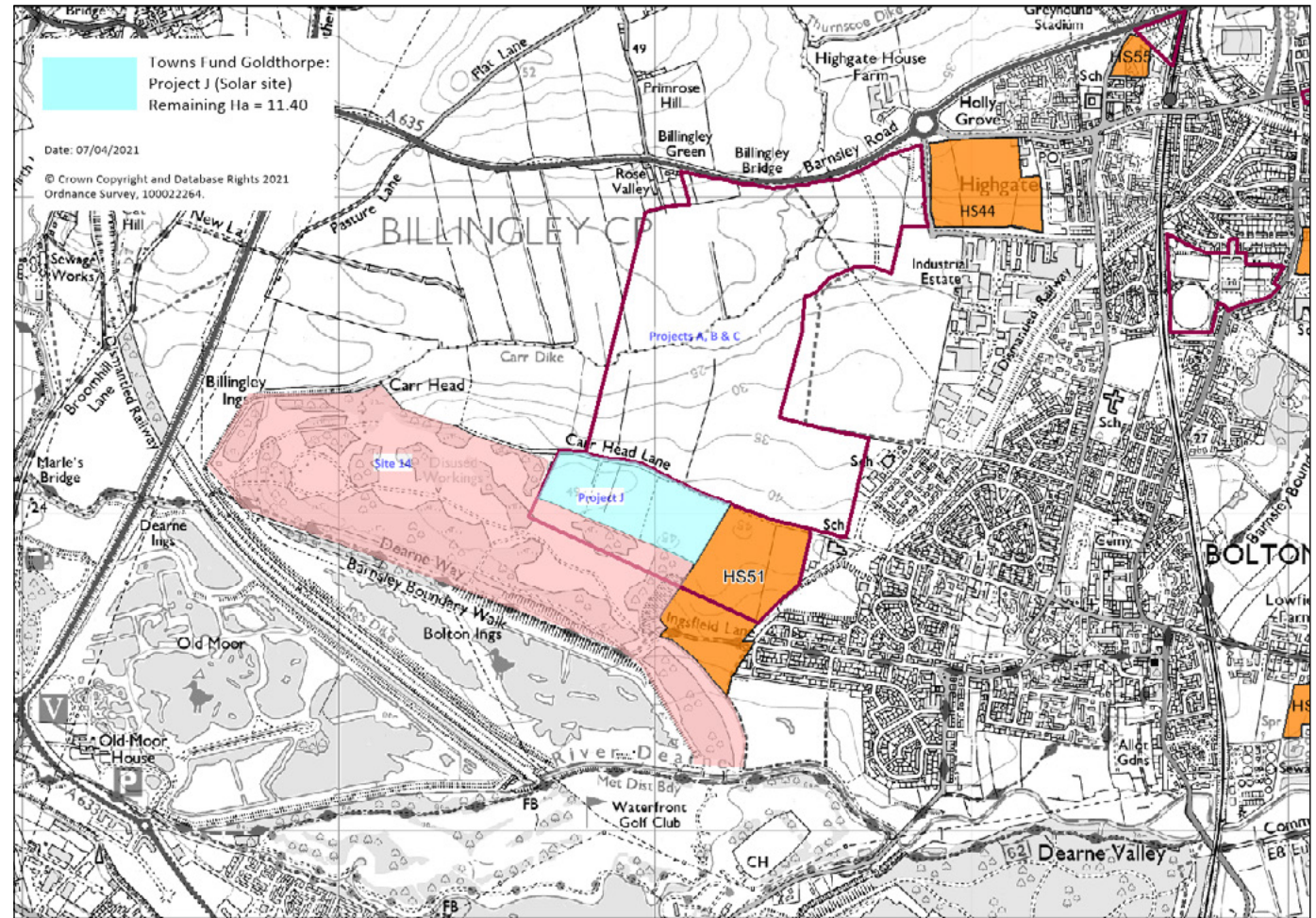
The Illustrative Masterplan Layout

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Based on this illustrative layout it is anticipated that the site could provide around 204,000sq m of employment space and associated landscaping and could support over 3,000 FTE roles.

On Council-owned land to the south of the employment site, there is the potential for a large solar farm to supply power to the site, the profits from which could be reinvested into green initiatives in the area (including a potential future jobs facility) aligning with the local strategy of becoming a zero-carbon borough by 2045. There is opportunity for a circular economy approach; locally generated power supplying the new businesses with the profits invested into the further green development of the area.



Key Masterplan Principles & Requirements

Placemaking / Urban Design Framework

Critical to the success of the masterplan framework is the delivery of good design. Design measures can create a sense of place and distinctive built environment can create identity. The future detailed design as part of planning applications will consider the arrangement of buildings and positioning of landscaping to consider effects on existing views, and treatment of new key views. The objective is to deliver a distinguishable and recognisable employment site to give employees and visitors a positive experience.

The Goldthorpe Masterplan Framework is underpinned by an evidence base informed by assessment and evaluation in a number of areas. The masterplan framework document has been an iterative process and has evolved through close collaboration with the project team, key stakeholders and landowners.

The design responds to the identified Constraints and Opportunities and where possible incorporates feedback received during the consultation period.

As shown on the illustrative masterplan drawing, the site will be developed into a series of plateaus which will be capable of hosting plots of varying sizes. This will largely dictate the end use, with larger plots being more suited to larger storage and distribution units, and smaller plots lending themselves to manufacturing units and office space.

Units will be within a landscaped setting, with ornamental planting around parking areas, and opportunity for external seating areas. Significant areas of structural landscaping will be provided around the perimeter of the site and larger units, to help them assimilate with their surroundings. Tree planting will provide a robust Green Belt buffer to the western edge of the Masterplan Framework area, whilst a green wildlife corridor will run through the site providing informal greenspace and an active travel route through the site.

It is crucial that the employment units are sympathetic to the surrounding natural landscape and complement the local area. New development should not seek to take design cues from existing employment buildings where they contrast with the natural landscape. Proposals should seek to enhance the distinctiveness of the area. Service yards should not be dominant features from the Dearne Valley Parkway or existing residential areas. Careful consideration should be given to the security of employment units and service yards so that security fencing does not detract from the overall development. Developers will also need to consider ecologically sensitive lighting in order to minimise harm to residents and biodiversity.

Employment Character

Employment development is characteristic of the immediate site surroundings. Development to the west of the site includes the ALDI Regional Distribution Centre and the Goldthorpe Industrial Estate comprising small scale manufacturing units. Within the wider area there are a number of large units particularly alongside the A6195 Dearne Valley Parkway. Notable buildings include:

- **ASOS building at the former Houghton Main Colliery site**
- **Symphony Building on the Ferry Moor former open cast coal mining site at Grimethorpe**

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The surrounding industrial and distribution units are typically built with brick walling and clad in combination greys. There is some landscape planting within the industrial estate which is effective at providing screening when driving down Commercial Road and from the residential areas. In order to address wider design and placemaking considerations whilst maximising the commercial attractiveness of the site, the development needs to go beyond the character of Goldthorpe Industrial Estate and some of these more recent developments.

The design of building elevations should consider how they will be viewed with grey and blue cladding considered where buildings are likely to be seen against the sky along with the use of natural colours to complement the surrounding environment.

Active façades should face onto the access road running through the site, whilst service yards and loading bays should be situated in areas that are less visually prominent and away from existing residential properties.

Scale & Massing

Given the various site constraints there is no risk of massing being a significant issue if development adheres to the indicative layout within this Framework and the site is capable of accommodating buildings ranging in scale. The site does sit on relatively low lying land such that there is potential for slightly taller buildings than on other major employment allocations in the borough. Nonetheless, to ensure landscape and visual impacts are acceptable, it will be necessary to ensure that building heights are commensurate with their footprint. Accordingly, buildings should not therefore exceed 15m to the highest point where the footprint is 20,000sqm or less and should not exceed 18m to the highest point where footprints are over 20,000sqm.

Residential Character

To the south-east of the site allocation, is the residential area of Bolton upon Dearne. Housing within the immediate area along Billingley View follows a Radburn style layout, comprising two storey semi-detached and terraced properties.

Development within the southern part of the site will need to be carefully considered to ensure that the heights of proposed buildings are carefully considered with well thought out landscaping. A development of 16 eco homes is currently being built at Billingley View by Barnsley Council and will be available for an affordable rent. Acoustic fencing will form part of the boundary treatment. A further housing site (HS51) is allocated in the local plan with an indicative yield of 300 dwellings. The south east corner of ES10 will be required to provide access into the HS51 housing site.

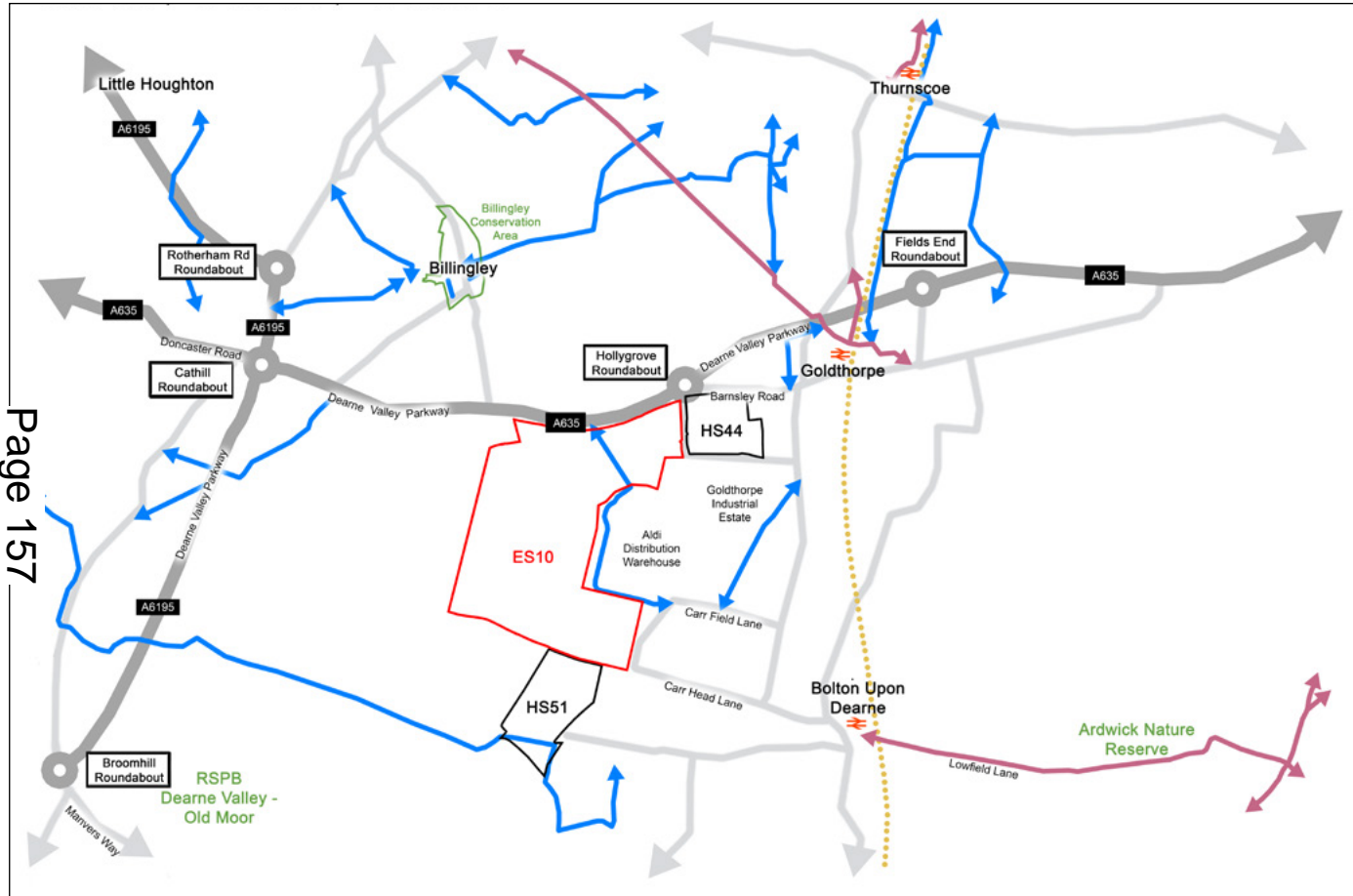
To the north of the allocation, are several stone built cottages, which front onto the A635 with rear gardens facing the employment site. These dwellings will be particularly sensitive to employment development. Landscape screening will be required in this part of the site to minimise impact on existing residents.

Beyond this, to the north of the site, Billingley overlooks the development site. Although dwellings tend not to face directly over this site, planting will be required along the frontage of the site to screen the development from longer views.

As part of any future planning applications, a Landscape and Visual Impact Assessment (LVIA) will be required. The scope of this work will need to be agreed with the Council to ensure that all residential receptors are considered.

Sustainable Movement Framework

Growth corridor, links, paths, roads:



KEY

-  - Site
-  - Primary Route
-  - Secondary Route
-  - Public Right of Way
-  - Bridleway Route
-  - Railway

Travel Plan

In accordance with national and local policy requirements, a Travel Plan will be required at planning application stage. Implementation of the Travel Plan will encourage trips to the site to be made by sustainable (non-car) modes of transport, where appropriate, and help to mitigate the impact of increased traffic. In developing the Travel Plan, a robust approach will be taken to identifying, monitoring and reviewing targets, supported by appropriate funding. Targets will be identified to encourage access by sustainable modes of travel and to manage demand for car-based travel. The targets will be quantified and detailed in terms of how the targets will be monitored and what the contingency is if the targets are not achieved.

The developer will consequently be incentivised to take a long-term approach to the provision of sustainable transport to the development. The Travel Plan should have a clear action plan with specific actions in the months leading up to the development opening and beyond. This will facilitate the actions required to develop and maintain the Travel Plan. The Travel Plan will establish the mechanism for implementing these measures and actions across the various land uses.

The measures and mode share travel targets agreed during the planning process will be secured by the Council through planning condition and / or legal agreement between the applicant and Council. This will provide for the monitoring of the travel plan towards achieving the set targets together with remedial measures that will need to be taken if travel plan targets are not achieved during a set period of time.

Public Transport

Bus services run to Barnsley and Doncaster with bus stops available close to the site. Permeable links into the site should be included in the design to facilitate bus use. In preparing their Travel Plans, prospective developers should engage with the Barnsley Bus Partnership to discuss options for maximising bus patronage. These will likely include enhancements to service frequencies where feasible and viable as well as relocation of bus shelters closer to the site access with shelters and real time information provided within buildings for both busses and trains.

Public Rights of Way

A public right of way (PROW) runs through the site to the west of the Aldi RDC which connects to Barnsley Road. However, this does not appear to be well used and is not currently suitable for a variety of users. The development will be required to incorporate this into the design, either on its current line or a diverted line which would be accessible for users. This will entail enhancements of the Public Right of Way to agreed standards. This route would then become a sustainable, active travel link into the southern part of the site from Carr Field Lane and the existing residential areas beyond.

Vehicle Movement Framework

Although every effort will be made to minimise private car usage by providing necessary active travel and public transport infrastructure and promoting measures to encourage staff not to use their cars, it is recognised that an employment site of this scale will inevitably increase traffic on the road network. Partly in recognition of this, the capacity of roundabouts to the east of the site (Cathill, Broomhill and Wath Road roundabouts) has recently been enhanced. This represents the latest in a series of infrastructure investments over recent decades that have helped improve accessibility to and from the Dearne Valley to encourage job creation and new homes within and around the former mining settlements.

Future planning applications relating to the masterplan site will need to be supported by a Transport Assessment or Transport Statement and Travel Plan in order to determine the transport implications of the development proposal by all modes of transport. This process enables the highways and transport impacts of the development to be fully assessed and a package of measures developed that mitigate the impact of the development providing target levels for walking, cycling and public transport usage.

Barnsley as the Local Planning Authority could only secure mitigations to offset the impacts of the additional traffic from the development site alone rather than requiring legacy issues on the network to be resolved. Having said this, if there is an opportunity to offset the impact of traffic generation from the ES10 site whilst at the same time delivering wider benefits utilising other funding opportunities then this will be explored with partners and would likely result in Section 106 contributions being transferred to Doncaster as the Highway Authority for the section of the A635 connecting Hickleton to the A1M.

The findings of Transport Assessments will therefore dictate phasing of the site in relation to delivery of off-site Highway infrastructure with each plot expected to address its own impacts. This will likely take the form of Section 106 contributions that would be used to deliver incremental schemes on the A635 and its approaches or alternatively, contributions will be pooled to deliver a comprehensive scheme of improvements in one go. As things could change between this Framework being adopted and traffic generation from this site manifesting itself on the network, not least in terms of the bypass, it is difficult to pinpoint what a package of measures on the A635 should entail.

The Transport Assessment accompanying the first planning application (preferably a full, hybrid or outline application covering the whole of the allocation as per the delivery strategy) therefore needs to establish the cumulative impacts of the ES10 site and for agreement to be reached on a package of measures (if needed) to offset this impact. This would include phasing and a mechanism to ensure each phase contributes proportionately to the overall costs of delivering the required measures.

Access Roundabout

Access to the ES10 employment site is proposed to be taken from the A6395 Dearne Valley Parkway with the construction of a new access roundabout. The roundabout will be subject to a separate planning application and may be delivered prior to the delivery of the ES10 infrastructure.

The design is currently being finalised, however an indicative design is shown for illustration purposes.

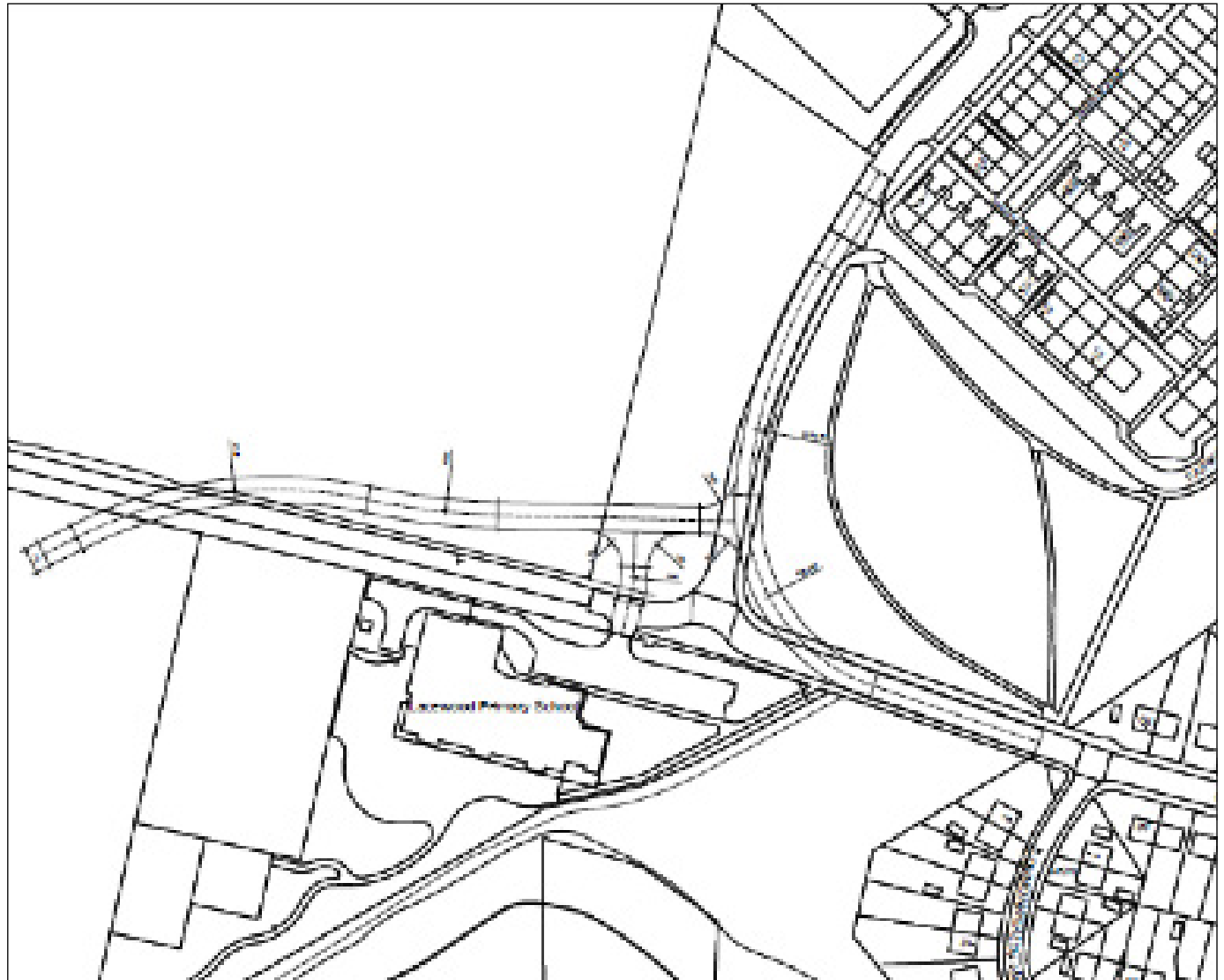


Access to HS51

Policy ES10 requires the provision of appropriate access to housing site reference HS51 from Billingley View through the south east corner of the site. The plan below provides one example as to how this could be delivered:

The indicative layout within this Framework therefore seeks to safeguard land in the south east corner of the site to ensure the developer of the housing allocation is able to bring forward a proposal to access the site from Billingley View. The reprofiling of the employment allocation (cut and fill) will also need to avoid the need for any retaining structures to support the new stretch of highway to the employment allocation

with the developer of phase 3 being responsible for demonstrating this should the housing allocation have not been brought forward by that point.



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A substantial north-south corridor running along the western boundary of the site will join bolstered northern and southern boundaries. The embankments on the southern and eastern boundaries will be planted with species rich hedgerows and dense tree planting to create effective visual buffers will be necessary. The character of the wider area should be reflected, where possible, through the use of locally native planting.

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Ecology

The ecological assessments have informed the layout of the development. The retention of Carr Dike and minimum 8m buffer zone shown on the illustrative masterplan layout is necessary to act as an ecological corridor providing connectivity through the site to the off-site water attenuation pond which will also be designed as a biodiversity habitat. As per ES10 site policy, this masterplan framework seeks retain as many areas of significant ecological value as possible whilst recognising that there may be some instances where this is not practicable. In these instances, ecological mitigation will be required.

Off-site mitigation will be required for Marsh Harriers provide a suitable area away from the development proposal to allow them to fly and hunt. The area will need to be agreed with landowners in advance of development commencing.

Biodiversity Net Gain (off site complement SSSI)

The impact of the development has been assessed and an appropriate overarching Green Infrastructure strategy developed that ensures any harm is addressed through suitable mitigation measures to achieve an overall biodiversity net gain of at least 10%. Future planning applications will be required to justify any loss of existing habitat and provide a clear strategy for mitigation and/or compensation where the loss is unavoidable.

Biodiversity Net Gain is expected to be delivered both on site and off-site within an area agreed with the council but focussed around the existing wetlands to the south west of the site. This should include an off-site attenuation pond to the west of ES10 to complement the nearby Sites of Special Scientific Interest. The pond would be of a scale that would allow valuable habitat creation and have the potential to become an additional area for birds.

Management and Maintenance of Green Infrastructure

The management, governance and stewardship of the proposed green and blue infrastructure opportunities have only been considered in principle at this stage. The likely option will be for the occupiers of the employment units to enter into a service charge arrangement run by a local management organisation or trust who specialises in maintaining open space and detention basins.

When determining the management arrangement structure, consideration should be given to the following:

- Opportunities to secure biodiversity gains
- Community engagement to deliver added social value
- Including management of hard and soft landscaping
- Purpose, power, responsibilities, financial arrangements and internal procedures of the open space owner(s)/manager (management body/entity/organisation)
- Preference for a single management organisation for all areas of green and blue infrastructure unless very special reasons why this cannot be achieved
- Annual reporting to the council for the first five years of management

This approach will be subject to further work including assessing the scope and management required and the feasibility of management models, funding source and legal structures. Developers should engage with a local management organisation or trust at an early stage so that they can input into the design of green and blue infrastructure.

Landscape and Visual Impact

The existing landscape has been altered over the years as a result of mining activity and later built development. The site landscape now comprises a combination of arable and pasture farmland as well as deciduous woodland and plantation woodland blocks of varying sizes. A number of hedgerows and trees are found within the site.

Consideration will need to be given to the impact of future development on long-distance views experienced from the north, especially those from Billingley Conservation area and from the residential development to the south east at Bolton upon Dearne.

Although Carr Dike will be retained and buffered as part of the development, the illustrative layout results in the loss of open farmland, the removal of some hedgerows and trees, and a change in character resulting from built development. The illustrative masterplan layout therefore introduces significant new native structure planting between development plots as well as wide native planting belts along site boundaries to help visually contain future development.

The use of an appropriate colour palette and limitations on buildings heights will be necessary to mitigate landscape and visual impact. Both of these will be informed by Landscape and Visual Impact Assessments for future planning applications with viewpoints agreed with the council at the pre-application stage.

Heritage

The impact of the development upon the setting of Billingley Conservation Area and Listed Buildings within the is a factor when considering the siting of proposed employment units. Key to mitigating any impact will be the provision of a bund and/or landscape screening around the perimeter of the site. The choice of colour of units and inclusion of green roofs will impact how successfully the site is screened. Key views should be considered as part of a Landscape and Visual Impact Assessment.

A Heritage Statement should discuss any impacts on the setting of the conservation area and listed buildings and assess the level of harm as per NPPF. As the site is also considered to have potential for unrecorded archaeological remains to be present within parts of the site not previously disturbed by open-cast mining activities, a geophysical survey, followed by trial trenching is likely to be required. The scope of these works should be discussed with South Yorkshire Archaeology Service. Community participation, such as schools visits and open days during archaeological investigation works and available information both during and after should be included.

Health and Wellbeing

Health Impact Assessment was undertaken as part of the Local Plan Process to ensure that the site was suitable for allocation. In addition to this, a Rapid Health Impact Assessment has been undertaken during the development of the masterplan framework. This has been undertaken to determine the impact of the future development on local health and wellbeing and indicates that a range of measures associated with the development will have a positive impact on health across a variety of individuals. As part of any planning application, a detailed Health Impact Assessment should put forward appropriate health and wellbeing initiatives that will benefit users of the site and communities within the wider context of Bolton upon Dearne and Goldthorpe.

A key consideration will also be the impact of additional traffic on the designated Air Quality Management Areas in Hickleton and Marr. During the delivery of the site, it is expected that potential impacts on air quality will reduce over future years as a result of cleaner and more efficient vehicles and the use of electric fleet vehicles with occupiers of the site encouraged to use the cleanest, most energy efficient vehicles. This will include electric vehicles and combined natural gas.

A detailed air quality assessment will be therefore be required to support future planning applications to quantify the impact of any development together with robust mitigation proposals to off-set impacts. This will be subject to consultation with Doncaster Metropolitan Borough Council given potential effects within its boundary.

Sustainability and Energy Usage

Consideration will be given to the latest Building Regulations, BREEAM for employment and CEEQUAL for infrastructure, landscaping and public realm. This will include identification of suitable low-carbon technologies, investigating renewable energy solutions and Combined Heat Power (CHP).

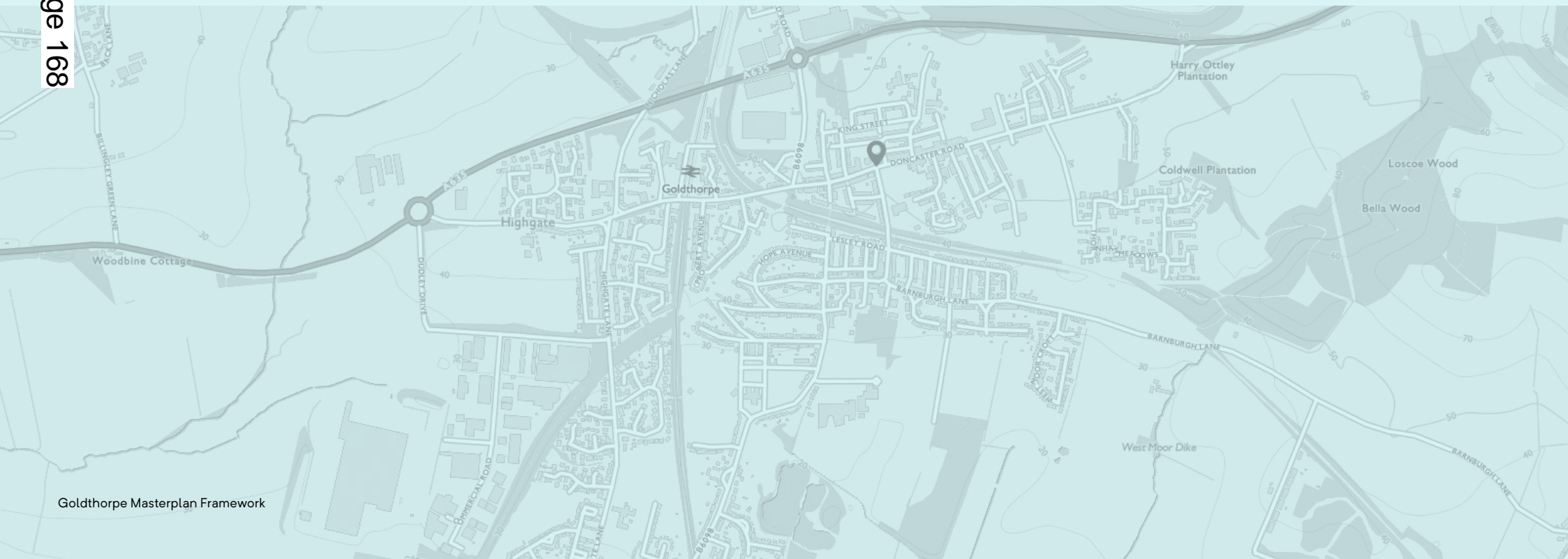
The council's local validation checklist requires the submission of an Energy Statement for non – residential schemes of 1,000sqm plus. The Energy Statement should clearly set out measures that will be included to deliver a carbon zero development. If zero carbon cannot be achieved, developers should demonstrate why this has not been possible and explain what steps have been taken in the provision of infrastructure and the design of individual properties to achieve zero carbon through retro fit at a future point.

Developers will be expected to work with the Council to bring forward a solar farm on land to the south of the site with S106 contributions provided as set out in the delivery strategy. A detailed assessment of embodied carbon should also be undertaken at the planning application stage with the intention of minimising embodied carbon to its lowest possible level and exploring offsetting as necessary.

Section 7:

Infrastructure, Phasing & Delivery

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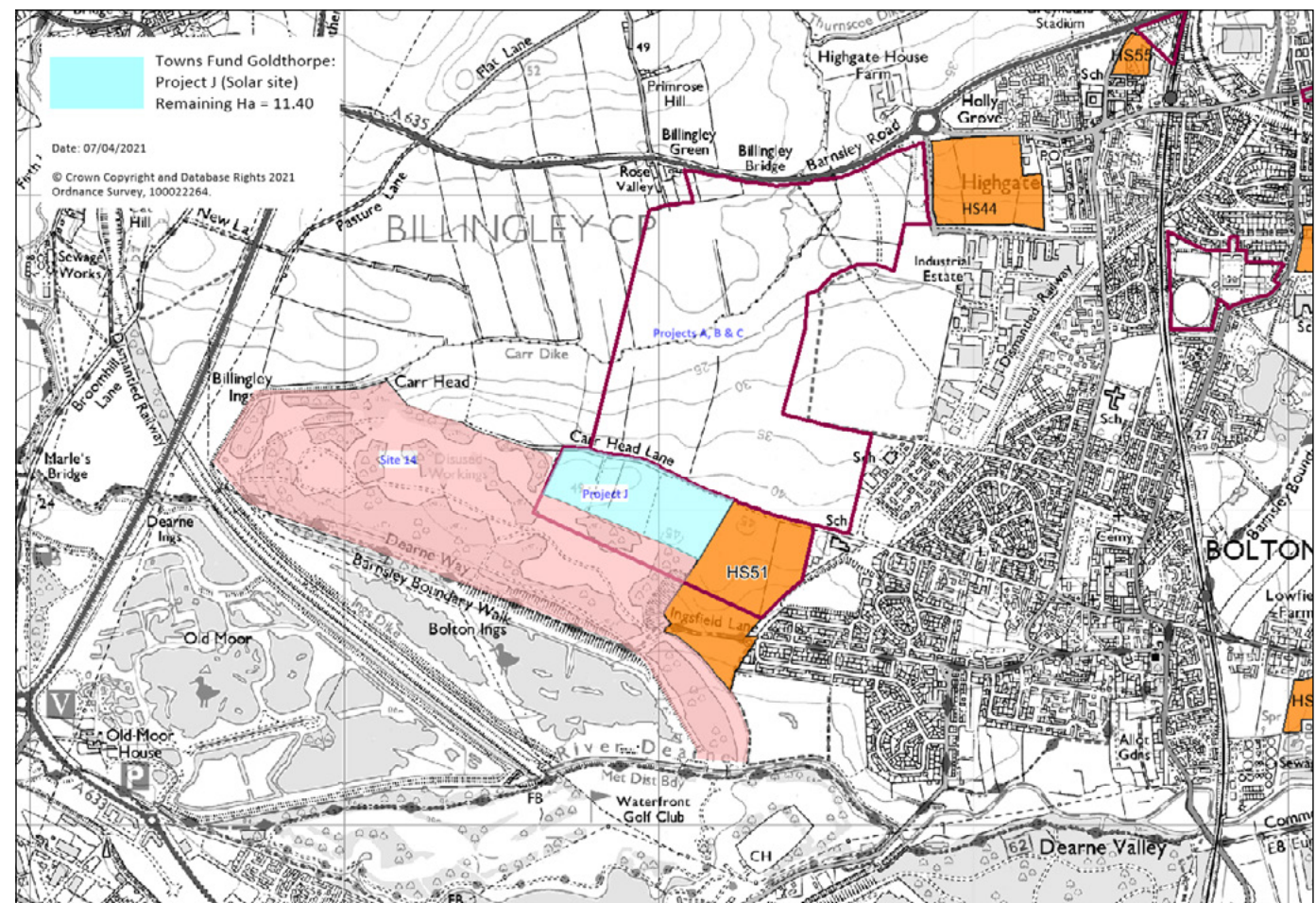


Delivery of infrastructure and phasing of the development will accord with the following principles:

- Infrastructure to be provided in a timely way in order to appropriately mitigate the impacts of development;
- Balance certainty of delivery of key infrastructure with the need to maintain flexibility over the delivery of development;
- Comprehensive and coordinated approach to strategic infrastructure delivery is required in order to ensure the overall masterplan aspirations are met;
- Deliver a sense of place early in the development of the masterplan area;
- Early provision of key transport infrastructure;
- Accessibility to public transport using existing bus services in the early phases
- Logical sequencing of development parcels to avoid any adverse environmental impacts associated with construction traffic and activities.
- Comprehensive and coordinated approach to site wide utilities requirement.
- To assist and support the Goldthorpe Towns Fund, where feasible, the first phase of development should include a 50,000sq ft building for a separate developer to bring forwards. This would be funded by the Goldthorpe Towns Fund.

There are several different landowners within the masterplan site. Negotiations have been ongoing with the landowners during the initial feasibility study and during the development of the Masterplan Framework. A land assembly strategy is being developed to assist in bringing the site forwards. The map above shows how the preferred phasing, which represents a logical approach to developing the site off the A635.

This Masterplan Framework is accompanied by a Delivery Strategy which includes a Planning strategy, Phasing strategy as well as further details regarding Infrastructure Requirements and Delivery. This delivery strategy should therefore be read alongside this Framework.



In recognition of the identified principles and preferred phasing, a delivery strategy has been prepared for the Masterplan Framework and can be accessed via the following link:

www.barnsley.gov.uk/goldthorpe

Goldthorpe ES10 Delivery Strategy

Introduction

The purpose of this document is to set out the proposed delivery strategy for the Goldthorpe Masterplan Framework. It sets out the roles and responsibilities of the various landowners and developers involved in the scheme alongside Barnsley Metropolitan Borough Council (BMBC) as both the Local Planning Authority and Highway Authority.

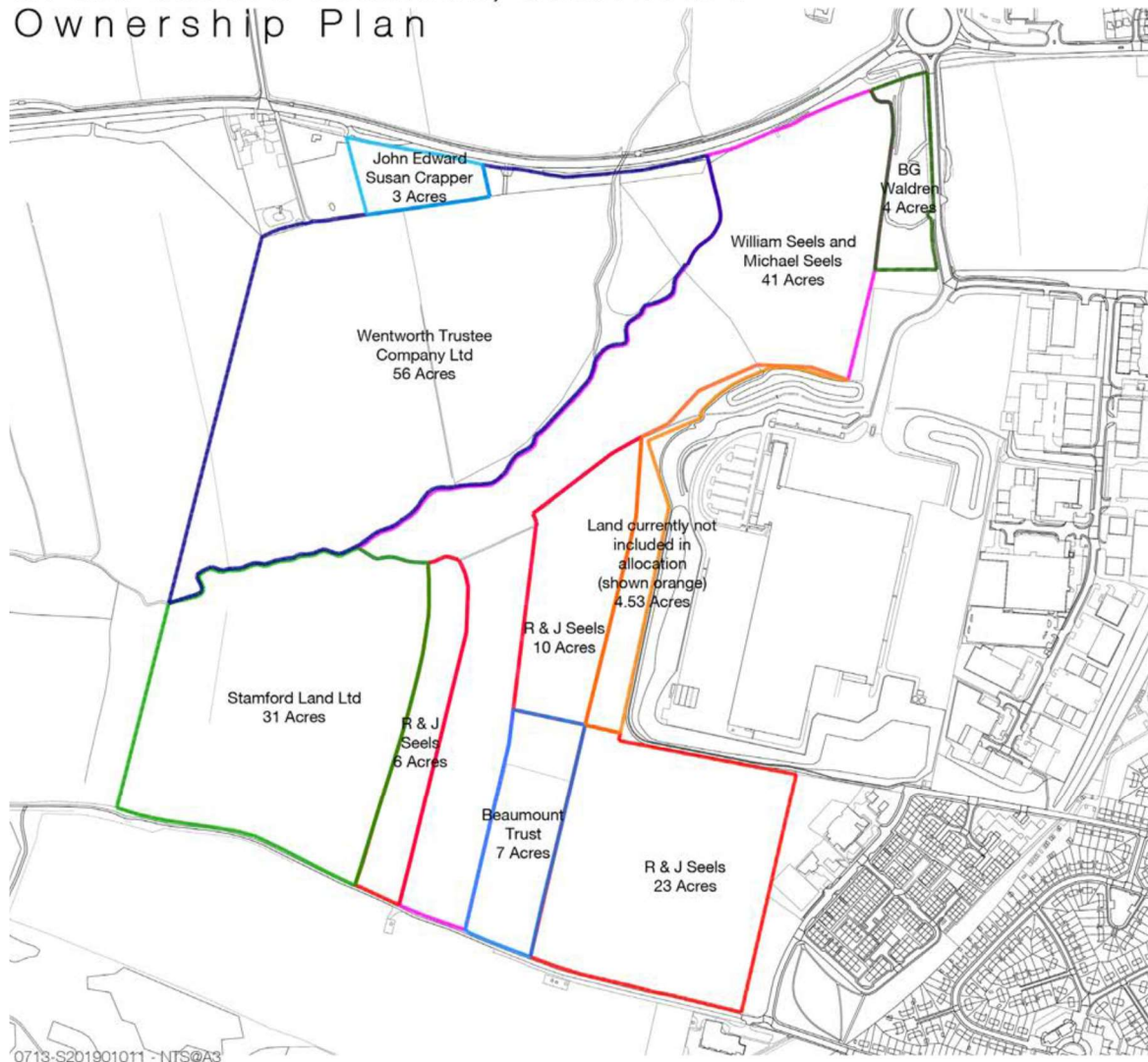
It therefore encompasses the following

1. Planning strategy.
2. Phasing strategy.
3. Infrastructure Requirements.
4. Infrastructure Delivery.

1. Planning Strategy

- 1.1 The Goldthorpe site allocation (ES10) provides for 72.9ha of employment land. It is recognised that this is within a number of land ownerships of differing sizes:

M1 J36 GROWTH CORRIDOR, GOLDTHORPE
Ownership Plan



- 1.2 This Masterplan Framework therefore seeks to provide an increased level of certainty for landowners and developers to enable them to work together on land assembly and delivery of the site. This is particularly so given the strategic infrastructure requirements associated with the site. These include the necessary off site highway improvements, active travel and public transport enhancements, utilities (including the solar farm) and drainage (including off site attenuation ponds/basins and associated biodiversity net gain).
- 1.3 Save for an anticipated planning application for the proposed new roundabout on the A635, it will not therefore be possible for the site to come forward on a

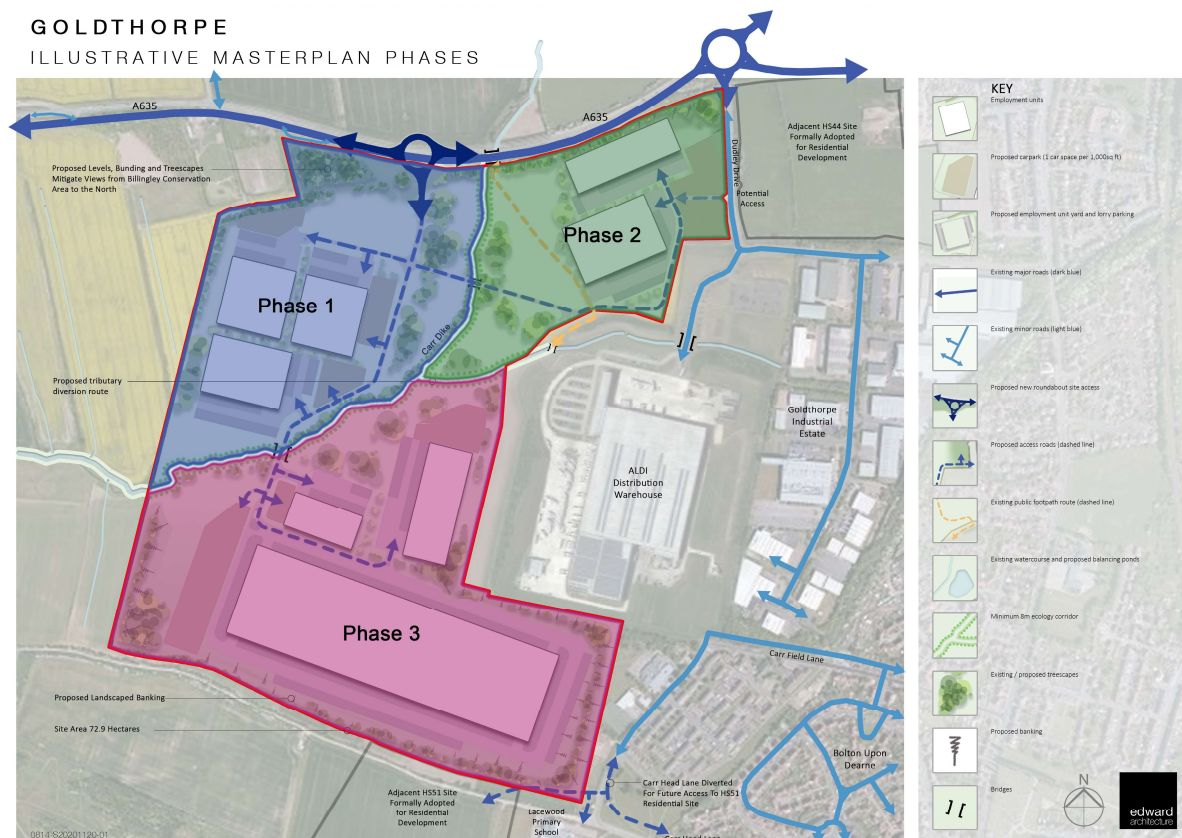
piecemeal basis where each phase seeks only to understand its own impacts. To avoid such a scenario, it is expected there should be either:

- An outline planning application relating to the whole E10 allocation including the provision any off site requirements; or
- A 'Hybrid' application (one-part full application on first phase of development if end user is known/ one part outline application; or
- A full application covering the whole site

- 1.4 To help scope out the content of the planning application, it is strongly recommended that formal pre-application advice is sought from the Council and relevant statutory consultees prior to submission of an application.

2. Phasing Strategy

- 2.1 It is expected that development of the site will come forward in a series of phases. Illustrative phasing is depicted in Figure 2. This will likely have to be delivered sequentially given access is taken from the A635 and delivery of phases will also be influenced by infrastructure requirements (e.g. highways, drainage, utilities, etc.) to serve the respective parts of the site.



Phase 1

- 2.2 Phase 1 forms the first development platform to be taken from the proposed access roundabout on the A635 and is therefore assumed to come forwards early as per the planning strategy (e.g. a hybrid application comprising a full application for phase 1 and an outline for the remainder of the site). This phase would likely include the off-site attenuation basins, the delivery of the 10% biodiversity net gain, necessary upgrades to utilities infrastructure, and a 50,000 sqft building to be funded by the Goldthorpe Towns Fund.

Phase 2

- 2.3 Phase 2 will form the north-eastern plot with access taken from either phase 1 or Dudley Drive (if feasible). If access is taken from phase 1, it should cross

Carr Dike at a point which minimises the impact on existing trees and particularly the woodland containing higher value specimens. Arrangement of buildings will need to reflect where the access point is in order to adhere to the placemaking objectives within the Framework. A Public Right of Way run through this part of the site and will need to be enhanced and possibly be realigned.

Phase 3

- 2.4 Phase 3 is the final phase of the development and represents land from the bridge crossing Carr Dike and the southern part of the site. Site ES10 policy requires some land to the south-east of the allocation to remain free from development and site works to enable access into housing allocation HS51 to be delivered.

3 Levies & Charges

Overview

- 3.1 A brief overview of applicable levies and charges that could be used to fund infrastructure is provided below.

Section 106

- 3.2 Section 106 ("S.106") allows for funding of smaller impacts caused by development. Examples of Section 106 conditions include access roads, active travel routes and green infrastructure.

Community Infrastructure Levy

- 3.3 Barnsley has not adopted the Community Infrastructure Levy (CIL) and so no payments will be required from any of the phases.

Planning White Paper Infrastructure Levy

- 3.4 The 'Planning for the Future' White Paper consultation proposed reforms of the planning system to streamline and modernise the planning process.
- 3.5 This included proposals for CIL and planning obligations to be reformed as a nationally set, value based flat rate charge called 'the infrastructure levy'. To take effect, this will require a new Planning Bill to be enacted. At the time of writing this document, there is uncertainty regarding content and timing of the Planning Bill as well any transitional arrangements but if any phases come forward after the Bill has been enacted and the transitional arrangements have ended, they would likely be liable to pay the new levy as an alternative to Section 106 payments.
- 3.6 The levy would:
- Be charged on the final value of a development based on the applicable rate at the point planning permission is granted;
 - Be levied at point of occupation;
 - Include a value-based minimum threshold below which the levy is not charged. Therefore, if the value of development is below the threshold then no levy would be charged, but where the value is above the threshold, the levy would only be charged on the proportion of the value that exceeded the threshold;
 - Apply to all uses.
- 3.7 The levy also allows local authorities to borrow against Infrastructure Levy revenues so that they could forward fund infrastructure.

- 3.8 Where infrastructure is identified as being needed to support the Masterplan Framework it is proposed that any future Infrastructure Levy contributions generated from the Goldthorpe site will be ringfenced for use for this site, and/or will make use of surplus Infrastructure Levy funds generated from elsewhere in the Borough.

4. Infrastructure Requirements

Overview & Terminology

4.1 To deliver the ES10 site, a range of infrastructure provision is required across multiple infrastructure sectors; including:

- Transport;
- Green infrastructure;
- Blue infrastructure;
- Utilities;
- Foul sewerage;

4.2 In the following sections the following terminology applies:

- The term “developer” is used to denote the legal entity responsible for carrying out development on the site under an approved planning consent.
- The term “utilities” encompasses electricity, potable water and a choice of telecommunications provider.

General Plot Infrastructure

4.3 Some infrastructure elements will be delivered by developers as an intrinsic part of their scheme, as set out in Table 1.

Table 1

Infrastructure Sector	General Plot Infrastructure Element	Party responsible for Delivery
Transport	Site road that falls within development parcels	Developer(s) with stewardship of wildlife corridor preferably by a single management company
	Access junctions from existing roads that enter development parcels	
	Active Travel routes that fall within development parcels, including: Existing public right of way Wildlife corridor running adjacent to Carr Dike	
Green Infrastructure	Green Infrastructure – per plot Wildlife corridor running through the site	Developer(s) with stewardship of wildlife corridor preferably by a single management company
	On-site biodiversity net gain	Developer(s) with stewardship of wildlife corridor preferably by a single management company
Blue infrastructure	On site Blue infrastructure including Sustainable Urban Drainage Systems	
Utilities	Utility networks required to serve development plots Provision to use energy from solar farm to be considered	Phase 1 developer with a mechanism agreed to ensure each phase contributes proportionately based on anticipated demand (e.g. land assembly and equalisation).
Foul sewerage	Foul sewerage network required to serve development plots	Relevant developer

Specific Common Infrastructure

- 4.4 Certain infrastructure elements will have a wider benefit across the Goldthorpe site and in these cases can be termed “common infrastructure”. A schedule of common infrastructure for Goldthorpe is set out in Table 2.

Table 2

Infrastructure Sector	Common Infrastructure Element	Party Responsible for Delivery	Funding Arrangement
Transport	Roundabout on A635	Barnsley MBC	Public Sector funding
Transport	Off-site junction improvements on the A635: Hickleton Road/Red Hill Lane junction (Hickleton) Blacksmith Lane junction (Marr) Church Lane junction (Marr)	Doncaster MBC	Junction design and costs and phasing to be agreed at the planning application stage with costs then secured by way of a S.106 agreement. If phasing requires delivery as part of phase 1 a mechanism will need to be agreed to ensure each phase contributes proportionately based on anticipated traffic generation (e.g. land assembly and equalisation).
Utilities	Off-site solar farm	Barnsley MBC	Should BMBC be required to provide match funding to secure any grant for a solar farm, this would take the form of S106 contributions in order to ensure compliance with Local Plan policy CC1. If the contributions are required early on in the process a mechanism will need to be agreed to ensure each phase contributes proportionately based on anticipated traffic generation

			(e.g. land assembly and equalisation).
Blue Infrastructure	Off-site flood attenuation	Developer(s)	Phase 1 developer to provide off site attenuation basins with a mechanism agreed to ensure each phase contributes to the cost proportionately (e.g. land assembly and equalisation)
Green Infrastructure	Off-site biodiversity net gain	Developer(s)	Phase 1 developer to provide off site biodiversity net gain with a mechanism agreed to ensure each phase contributes to the cost proportionately (e.g. land assembly and equalisation)

4.5 Specific infrastructure delivery requirements are set out below. These are not necessarily exhaustive and further requirements may be conditioned through the planning process.

Phase 1

Specific requirements to be placed on phase 1 in relation to infrastructure delivery are as follows:

- In installing broadband infrastructure, the developer shall ensure that the infrastructure reaches phase 3. If access to phase 2 is taken from phase 1, the developer shall also ensure infrastructure reaches phase 2.
- In planning, designing and installing the electricity supply, the developer shall make provision for electricity supply to reach phase 3. If access to phase 2 is taken from phase 1, the developer shall also ensure the electricity supply reaches phase 2.
- In planning, designing and installing the foul sewerage, the developer shall make provision for connection points for foul sewerage to phase 3. If access to phase 2 is taken from phase 1, the developer shall also ensure the foul sewerage infrastructure reaches phase 2.
- In planning, designing and constructing the plot highway, the developer shall ensure that the infrastructure reaches phase 3 and phase 2 if necessary.
- To provide Landscaped Active Travel routes and pedestrian routes prior to occupation to promote active travel as part of the development scheme and for these to reach the boundary with phase 3 and phase 2 (if required).

Phase 2

- If feasible and preferred, to provide an access from Dudley Drive in a form to be agreed with the Highway Authority
- To provide Landscaped Active Travel routes and pedestrian routes connecting with phases 2 and 3 prior to occupation to promote active travel as part of the development scheme.

Phase 3

- To provide land as per the approved drawing to provide access into HS51 and ensure reprofiling of the site avoids the need for retaining structures to construction the access into HS51.

Practical Considerations

- 4.6 It is noted that where infrastructure crosses land ownership boundaries, the coordination of this in line and level will need to be ensured through the planning process.
- 4.7 In the case of the section of road through Phase 1 that will serve both Phase 1, Phase 3 and potentially Phase 2, it is recommended that BMBC make reasonable endeavours to coordinate the design of this with the relevant landowners or developers to provide access to those land parcels.
- 4.8 In the case of the common infrastructure elements of the Landscaped Active Travel Link beyond Plot 3, this will require liaison with other landowners/developers to ensure that this route has connections beyond.
- 4.9 It is noted that there remain risks in terms of how foul and surface water will be discharged from the site, along with how utilities will be provided in a coordinated manner. A coordinated approach to utility and sewerage provision across the site would be of benefit to developers.

Section 106 Contributions

- 4.10 In the absence of a CIL charging structure and noting that the proposals on the Infrastructure Levy remain at White Paper stage, it is proposed that S.106 contributions will be pooled by BMBC and utilised to fund the common infrastructure elements.
- 4.11 The basis for calculating S.106 contributions is set out below. This applies at the time of writing and it is noted that this may be subject to change in light of changes to legislation or the infrastructure needs that are established in further detail as planning applications come forward.

Basis for Calculating S.106 Contributions

Transport

- 4.12 Transport modelling has identified that this development can be accommodated within the Barnsley network. However, the site is likely to have a negative impact upon the Doncaster Highways network. Doncaster are considering a number of options to alleviate existing pressures, however, this is likely to include the acquisition of third-party land.
- 4.13 As this site will be built out over the next 5-10 years, over its lifetime it may add to the capacity issues at Hickleton and Marr. Short term this may be alleviated by the local junction improvements, but it is important to also consider the mid to long term operation. The Planning Strategy advocating either an outline, hybrid or full application for the whole site therefore reflects this as it would provide a means to ensure cumulative impact is considered and necessary improvements through Hickleton and Marr are provided as soon as possible but with costs met on an equitable basis so that they do not fall exclusively on the developer of phase 1. This would likely involve land assembly and land equalisation.
- 4.14 In order to calculate the level of contributions required, a Transport Assessment considering the cumulative impact of the whole site will be required. This would then help identify necessary junction improvements and designs aimed at increasing capacity and safety at the following junctions on the Doncaster network:
- A635/Hickleton Road/Red Hill Lane junction (Hickleton)
 - A635/Blacksmith Lane junction (Marr)
 - A635/Church Lane junction (Marr)
- 4.15 Once the designs are accepted, costs will also need to be agreed. To account for the risk of delivering the schemes falling on the Local Authority, the costs will need to include a significant contingency. These costs will then need to be divided on an equitable basis based on the assumed trip generation from each phase.

Utilities

- 4.16 Barnsley MBC is looking to secure external funding along with some of its own financial resources to fund a solar farm. The estimated costs of such a solar farm is not currently known but where a funding bid will be strengthened by securing match funding, BMBC will identify the overall amount required from the development and this will be split on an equitable basis across the whole site by applying the assumed floorspace for each phase. Timing of any payment will then depend on a range of factors including deadlines for any funding bids and practical considerations relating to electricity supply.

Landscape Active Travel Link – North/South

- 4.17 Contributions to the proposed Landscaped Active Travel Link and other PROW within the immediate area are required from all development parcels based on the size of development parcels as a proportion of the overall site.
- 4.18 It is proposed that these will form part of the Financial Contributions towards Public Transport and Active Travel as set out in the Supplementary Planning Document: Sustainable Travel.

Off-site Attenuation Basins

- 4.19 This would be delivered as part of the first phase and be secured by way of either a planning condition or S106 agreement. It is not anticipated that delivery would take the form of financial contributions to the Council but as the basins would serve the whole site, it will be necessary to ensure costs are distributed fairly.

Off- site Biodiversity Net Gain

- 4.20 Contributions to the off-site biodiversity net gain are based on the latest DEFRA metric are considered a last resort as preference is to identify mitigation and compensation schemes on and off site. Should this not be possible and payments are required to achieve the necessary credits then these again should be distributed fairly across the site having regard to credits required and provided by phases.

Viability

- 4.21 This delivery strategy seeks to ensure that a full, hybrid or outline application comes forward for the whole site. In doing so, this will enable a detailed understanding of cumulative infrastructure requirements and associated costs. The strategy seeks to ensure infrastructure is provided as early as possible such that much of the burden would fall on phase 1. It is anticipated this could be managed by a master developer with associated land equalisation agreements or following a land assembly exercise.
- 4.22 The Masterplan Framework and delivery strategy are not accompanied by a viability assessment but, at the time of writing the strategy, the commercial property market is buoyant (particularly for large buildings that the site can accommodate). This suggests the site can achieve values sufficient to absorb infrastructure costs whilst achieving an acceptable uplift in land value for the various owners.
- 4.23 Nonetheless, it is also recognised that up front delivery of strategy infrastructure could present some challenges in terms of cashflow and at the planning application stage, the Council will be prepared to consider a viability appraisal to ascertain whether any support will be required to front fund some infrastructure with a view to recouping costs from later phases.

Goldthorpe Masterplan Framework - Health Impact Assessment

1 Introduction

This Health Impact Assessment (HIA) considers the health and wellbeing implications identified in relation to the Goldthorpe Masterplan Framework. The assessment has been based on the information available at this stage of preferred option Masterplan Framework.

The preferred option within the masterplan framework was presented within the consultation material as option 2, a mixture of large and smaller scale buildings which are considered to be more attractive to the market and result in longer leases. Access to the site will predominately be taken from the A635 with a possible secondary access from Dudley Drive. A wildlife corridor will run through the site and ensures the retention of important trees and hedgerows, as well as making the site more visually attractive. Additional planting and landscaping will be undertaken to the edges of the site to minimise the impact on existing residential and educational receptors. Public rights of way will be enhanced to encourage active travel. The masterplan framework requires a 10% Biodiversity Net Gain to be delivered. This will be delivered off-site to complement to existing RSPB Old Moor site.

The HIA ensures health and wellbeing principles are properly considered and embedded within the Masterplan Framework. The HIA promotes sustainable development to support the creation of strong, vibrant and healthy communities. Planning for healthy and successful communities requires the provision of affordable homes; secure, good quality jobs; and services that people need, whilst designing these places to facilitate healthy, active lifestyles alongside minimal environmental risk. This assessment considers a range of health determinants for Goldthorpe and assesses the Masterplan Framework against these.

The HIA should be read in conjunction with the Goldthorpe Masterplan Framework.

2 Description of development and site context

The Goldthorpe ES10 site is located within the Dearne South ward. It is a 73-hectare site allocated for employment use under policy ES10 within the Barnsley Local Plan (2019). The site is to the south of the A635 west of the settlement of Goldthorpe. The site is bordered to the east predominantly by the built environment comprising both Goldthorpe Industrial Estate and residential properties within the conurbations of Goldthorpe and Bolton Upon Dearne. The site's north boundary comprises mainly the A635, with arable land and the village of Billingley beyond, and the RSPB Old Moor Wetlands Reserve is to the south. To the west of the site arable land extends to the A6195 south of Cathill roundabout.

The site is located west of the A1(M) and east of the M1 Motorway. There are a range of local facilities and amenities within a 5- and 10-minute walk of the site (400m and 800m respectively). The centre of Goldthorpe is approximately 1.7km away to the east of the site which is approximately a 25-minute walk. The site is well served by public transport and Goldthorpe train station is approximately a 20-minute walk from the site. Within the 10-minute walking catchment area, future employees would have access to Aldi supermarket and other facilities within Highgate.

The site itself comprises of arable farmland, with a network of hedgerows and ditches running through it. Areas of plantation woodland are present along the northern boundary with the Barnsley Road, whilst more mature broadleaved woodland is present on long stretches of Carr Dike, which flows through the centre of the site.

For Dearne South, over 98% of the population is white. 0.9% of households have no people with English as a main language. 99.5% of the ward are Christian. The masterplan framework also falls within the Darfield ward. 98% of the population are white. 1.5% of households contain someone who does not have English as a main language.

3 Evidence

A review of the existing policy and evidence base relating to the site is set out below. These have been taken into consideration and have informed the key challenges and priorities for Goldthorpe.

Local Policy Review and Strategies

Barnsley Local Plan (2019)¹

The vision for Barnsley is “Working together for a brighter future, a better Barnsley.”

A key objective of the Local Plan is to improve the conditions in which people live, work, travel and take leisure. The Local Plan promotes sustainable development and communities.

Policy SD1: Presumption in favour of Sustainable Development states that a positive and proactive approach to sustainable development should be considered in development proposals.

Joint Strategic Needs Assessment²

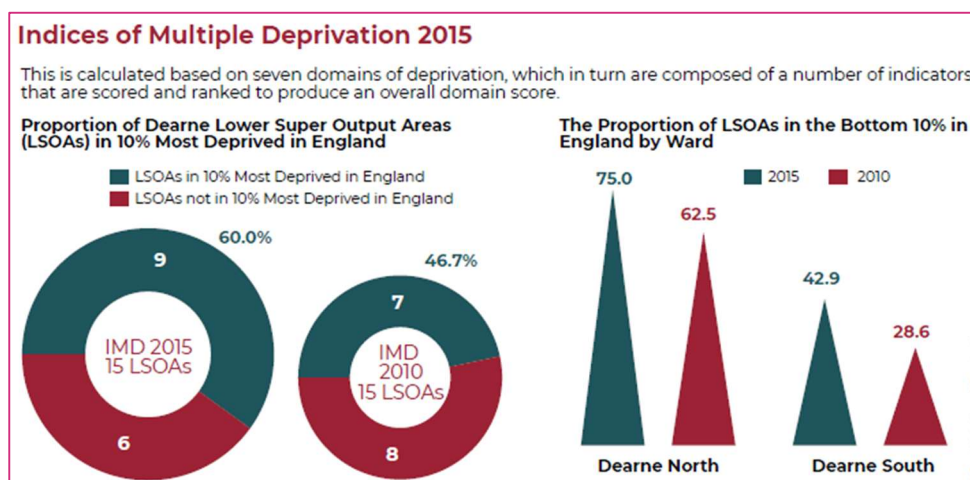
A Joint Strategic Needs Assessment (JSNA) has been carried out by Barnsley MBC and the Barnsley Clinical Commissioning Group to draw together various strategies and intelligence on the determinants of health. It sets out the overarching objectives to improve the population’s health and wellbeing and reduce health inequalities by ensuring improvement is fastest for those with greatest need.

The Dearne Area Council Profile 2019:

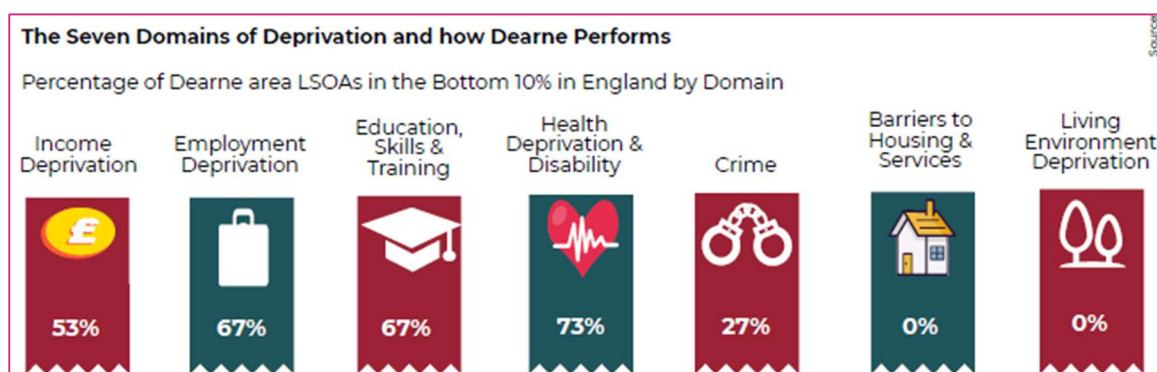
- Since the 2011 Census, the resident population of the Dearne has increased by 3.5%, whereas across Barnsley there was a 4.9% increase.
- The resident population of the Dearne consists of more young people (under 19 years), a similar proportion of those of working age and slightly fewer people of pensionable age when compared to Barnsley and nationally.

¹ <https://www.barnsley.gov.uk/media/9924/local-plan-adopted.pdf>

² <https://www.barnsley.gov.uk/services/our-council/research-data-and-statistics/barnsley-joint-strategic-needs-assessment/>



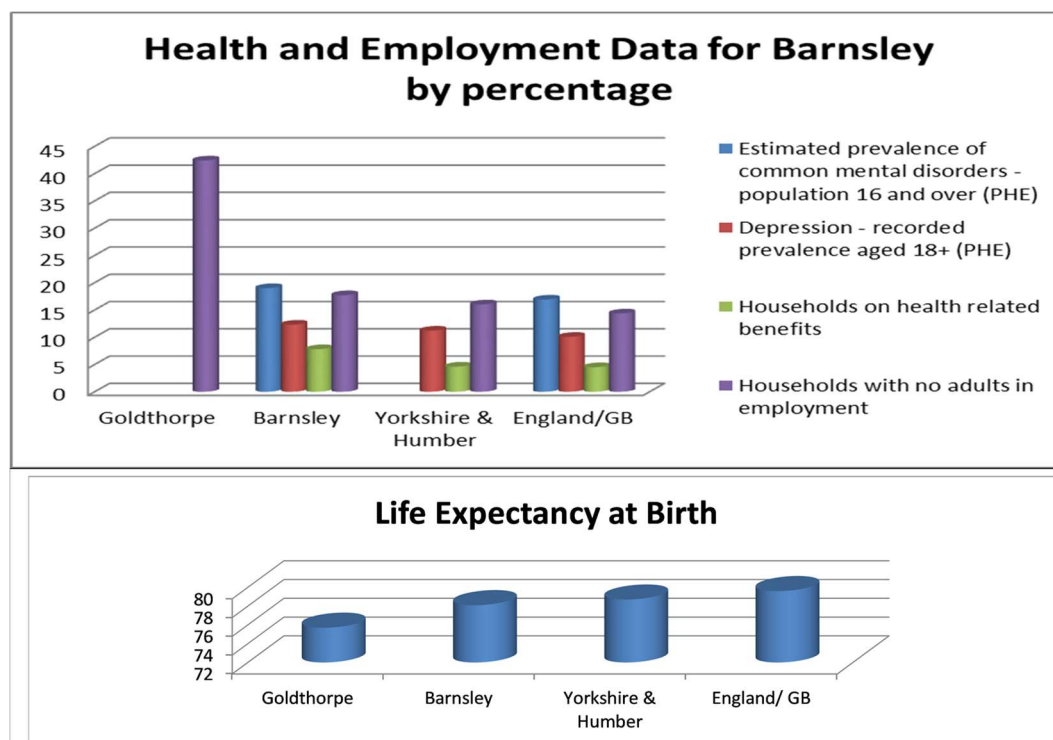
- 24.7% of Barnsley's working age population are economically inactive compared to 21% England, of that economically inactive population, 31% are inactive due to long term health issues. Goldthorpe has the highest level of income deprivation within Barnsley.



- The 2011 Census showed that 12.8% of the residents in the Dearne aged 65+ lived alone and could be at risk of social isolation. Rates are similar to those levels across Barnsley and nationally.
- The percentage of primary and secondary school pupils eligible for and claiming a free school meal in the Dearne remains well above the Barnsley average and more than double the national average

Health & Wellbeing indicators

- Life expectancy at birth for males in the Dearne is 1.1 years lower than for men in Barnsley
- Life expectancy at birth for women is 1.5 years lower than for Barnsley as a whole
- The mortality rate from causes considered preventable in the Dearne area is higher than those of Barnsley and England
- The proportion of 4-5 year olds in the Dearne area who are overweight or obese (16.7%) is lower than the proportion in Barnsley overall (18.0%)
- The proportion of 10-11 year olds in the Dearne area who are overweight or obese has been consistently higher than the proportion in Barnsley overall at each time point during the period 2012-2013 to 2017-2018



The Darfield Area Council Profile 2019:

Part of the Masterplan site is located in the Darfield Area

- Since the 2011 Census, the resident population in Darfield has increased by 3.3% compared to 4.9% in Barnsley overall
- Darfield has a higher proportion of 65+ year olds than both Barnsley and England.
- Life expectancy at birth for males in Darfield is 0.9 years higher than for men in Barnsley and 0.3 years higher than England.
- Life expectancy at birth for females in Darfield is 1.6 years higher than for women in Barnsley and 0.4 years higher than England
- Darfield's under 75 cancer mortality rate (189.6 per 100,000) is higher than the Barnsley rate of 152.4 and is higher than the previous period.
- Under 75 mortality from respiratory diseases in Darfield (53.4 per 100,000) is higher than the Barnsley rate of 41.8.
- The mortality rate from causes considered preventable in Darfield is higher than those of Barnsley and England and has increased from the previous period

Barnsley Public Health Strategy 2018-2021³

Barnsley Public Health Strategy sets out short term priorities to focus on to contribute to achieving the longer term public health outcomes:

³ <https://www.barnsley.gov.uk/media/9278/public-health-strategy-2018-21.pdf>

- Our residents will start life healthy and stay healthy
- Our residents will live longer healthier lives
- We narrow the gap in life expectancy and health between the most and least healthy
- We protect our communities from harm, health incidents and other preventable health threats.

The six short term public health priorities include: food, alcohol, emotional resilience, oral health of children, smoke free generation, and physical activity. Each priority will have a comprehensive action plan developed in consultation with partners and other stakeholders.

Residential Amenity and the Siting of Buildings SPD (2019)

This SPD sets out the criteria that development proposals must meet regarding the design of non residential buildings in proximity to existing residential properties.

- High standards of privacy, light and outlook.
- Development must respect local context, history, built heritage, character and communities.
- Layouts to improve the health and wellbeing of the residents and occupiers of new development.
- Measures to design out crime.
- Design and layout of streets.
- Landscape design and retention of existing trees and vegetation
- Public Rights of Way.
- Recycling / waste provision.

Goldthorpe Town Investment Plan (2020)

The Town Investment plan outlines Goldthorpe town's position to deliver an outward facing growth agenda due to its linkages with the wider Deane Valley communities. It is the second and tenth most populous area in the Sheffield City Region and Northern Powerhouse respectively.

The Town Deal identified key economic, health & social challenges in Goldthorpe:

1. **Lack of economic diversity and higher-value work:** Half of jobs are in retail & wholesale or manufacturing. 2% of jobs are in professional and technical sectors
2. **Residents can't compete for better-paid jobs:** local employers report they have vacancies, but they are difficult to fill due to basic skills issues, motivation, travel, experience and employability skills of residents (DWP).

"we need more employers with more opportunities for Apprenticeships, and community learning"
(Engagement Feedback 2020)

3. **Health inequalities:** Approximately 85% of residents live in the 20% most deprived LSOAs nationally in terms of health and disability. Life expectancy at birth is almost four years below the national average.

4. **Poor connectivity in and around Goldthorpe**

"This is a tricky catchment area as it is near, but not near enough, to Rotherham, Barnsley and Doncaster, so bus routes take forever as most are indirect."

(Engagement Feedback 2020)

5. **Poor-quality built environment**

6. **Economy vulnerable to COVID shocks**

The evidence-based theory is that the low-value economy, poor employability skill levels, and health inequalities provide the complex context in which barriers to wellbeing and long-term employment are commonplace. Wider initiatives are seeking to address these issues at a macro level.

4 Approach to assessment

4.1 Summary of community health profile and key challenges

The evidence base has identified a range of data & intelligence including key health indicators to provide a profile of the demographic and health status of the population around the Goldthorpe site located within Dearne.

In the Dearne South area, over 98% of the population is white. 0.9% of households have no people with English as a main language. The masterplan framework also falls within the Darfield ward where 98% of the population are white. 1.5% of households contain someone who does not have English as a main language.

The site is located west of the A1(M) and east of the M1 Motorway and provides a range of local facilities and amenities within a 5- and 10-minute walk of the site (400m and 800m respectively). The centre of Goldthorpe is approximately 1.7km away to the east of the site which is approximately a 25-minute walk. The site is well served by public transport and Goldthorpe train station is approximately a 20-minute walk from the site. Within the 10-minute walking catchment area, future employees would have access to Aldi supermarket and other facilities within Highgate.

There are high levels of employment deprivation, including high levels of education, skills and training deprivation. It will therefore be important for the site to provide strong links to the employment site and to local job opportunities.

The site itself comprises of arable farmland, with a network of hedgerows and ditches running through it. Areas of plantation woodland are present along the northern boundary with the Barnsley Road, whilst more mature broadleaved woodland is present on long stretches of Carr Dike, which

flows through the centre of the site. The Masterplan will provide improved access to green space for leisure and active travel opportunities and will help improve employee's health & wellbeing.

During construction phase, mitigating any noise, air, and vibration issues will need to be integrated into subsequent planning applications linked to the Masterplan Framework.

The masterplan framework will set out clear requirements for improved renewable energy opportunities and sustainability measures including electric vehicle charging points, use of sustainable design and construction techniques, use of solar and green roofs, use of Sustainable Drainage Systems (SuDS), investment within green infrastructure and a requirement for a minimum 10% Biodiversity Net Gain. These improvements in energy and sustainability measures will have positive health implications for potential employers/employees.

In summary, the key health challenges for the area are related to access to employment and skills deprivation. Providing access to employment sites, essential facilities and social infrastructure will be crucial to dealing with employment and skills deprivation within the area.

Incorporating opportunities for active lifestyles within the Masterplan Framework will be important to address some of these key health issues.

4.2 Methodology

The promotion of health and wellbeing is inherently embedded in the Masterplan Framework. The Masterplan Framework promotes sustainable development to support the creation of strong, vibrant and healthy communities.

The health impact assessment takes into consideration nine broad determinants of health using the HUDU Rapid Health Impact Assessment Toolkit⁴ as a guide. The nine determinants are used to identify how health and wellbeing is likely to be affected as a result of the preferred Masterplan Framework option. The assessment is based on the evidence available and challenges identified above. The likely health impacts are based on the information contained in the preferred Masterplan Framework. Since the details of the design are not available at this stage, this reflects a realistic worst-case scenario. Mitigation and enhancement measures are identified, which have the potential to improve health outcomes from those identified in the assessment.

4.3 Assessment criteria

The following nine priorities taken from HUDU Rapid Health Impact Assessment Toolkit set out the key objectives and assessment criteria for the HIA. They provide a description of the criteria that will be used to assess the Goldthorpe Masterplan Framework.

HIA priorities for Goldthorpe

Priority 1: Housing design and affordability

Not relevant for this Masterplan

Priority 2: Access to health and social care services and other social infrastructure

⁴ <https://www.healthyurbandevelopment.nhs.uk/wp-content/uploads/2019/10/HUDU-Rapid-HIA-Tool-October-2019.pdf>

Not relevant for this Masterplan.

Priority 3: Access to training & employment

This site is estimated to deliver around 204sq m of employment space and associated landscaping and could support over 3,000 FTE roles. In addition, there will be associated construction roles. The site will be attractive to several different end users, allowing for the creation of a wide variety of roles, hours and salaries. This HIA recognises the positive health impacts of new employment opportunities. Local job and skills recruitment will need to be in place to ensure residents have opportunities to benefit from these roles. Consideration should be taken to the provision of digital connections allowing people to work and learn at home. In addition, consideration should be taken to improved access and links to local and regional employment opportunities.

Priority 4: Access to open space and nature

The creation of new green infrastructure on this site will create economic, social, health and environmental value, together with helping to reduce the long-term costs to the borough of responding to climate change. The proposal will improve access for potential employees to use open natural space for physical activity & leisure before, during or after work. Trees and planting areas can contribute to health and mental wellbeing.

Re-location of attenuation pond off site has potential for green space access routes to complement RSPB Old Moor site. This will create high quality green space accessible for visitors and families, with links to wider open spaces. This will promote engagement with nature and biodiversity bringing wider mental wellbeing benefits for residents.

Priority 4: Air quality, noise and neighbourhood amenity

The impact of additional traffic on the designated Air Quality Management Areas in Hickleton and Marr is a key consideration for the HIA. During the delivery of the site, it is expected that potential impacts on air quality and health will reduce over future years due to cleaner and more efficient vehicles and the use of electric fleet vehicles with occupiers of the site. A detailed air quality assessment will be required to support future planning applications to quantify the impact of any development together with robust mitigation proposals to off-set impacts, including impact on human health.

Action should be taken to implement the HIA recommendations to minimise impacts of the development on air quality, noise, visual amenity and traffic for existing communities. Longer term impacts are likely to be reduced due to alternative technologies.

Priority 5: Accessibility and active travel

Barnsley Council has an Active Travel Strategy with the aim of enabling more people to walk and cycle to improve quality of life. This site includes improved connections to local train stations and enhancements of arterial routes including the A635 between Barnsley, the Dearne Valley and Doncaster. This includes integration with existing Public Rights of Way and movement routes to provide access to Bolton upon Dearne and Goldthorpe. Alongside other routes through and between development plots, this offers a good level of permeability. The successful implementation of the strategy will be particularly significant for the more deprived communities to the east of the borough where car ownership is lower.

Priority 6: Crime reduction and community safety

There are high levels of crime deprivation within the area and future planning applications should ensure mitigation measures are implemented to minimise crime levels or perceived threats of crime. Consideration should be taken to ensure access routes are legible and well-lit with visible

spaces that are accessible for all users. The HIA recommendations should be actioned to increase security and maintenance of the site and to assist in reducing crime levels within the locality.

Priority 7: Local amenities and access to healthy food

There is a range of local facilities within 10-minute walk of the site. It is unclear at this stage whether the proposal will facilitate access for businesses/employees to good quality, healthy food during or after work. Consideration should be taken to provision of a small affordable shop on site.

Priority 8: Climate change and sustainability

Sustainable development and reducing the borough's impact on climate change are the overarching principles of this Masterplan Framework in accordance with the Local Plan. The development of the Masterplan Framework has been assessed against the objective of securing sustainable development within Barnsley to meet its environmental, economic and social & health needs. The HIA recommendations should be actioned to minimise any negative health impacts for end users and the wider community.

Priority 9: Social cohesion and inclusive design

The HIA recommendations should be actioned including ensuring participation opportunities through a range of digital and non-digital methods at different stages of the planning process and a further detailed assessment of the proposal against the principles of inclusive design (specifically suicide prevention) and age friendly design.

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4.4 Assessment

The following table sets out a high-level assessment of the Masterplan Framework against the nine health determinants. The potential health impact is ranked as either positive (will contribute to improving people's health), neutral (will not change from the baseline) or negative (will have a negative impact on people's health). The recommendations set out are to inform the development of the Masterplan Framework.

What impact will the proposal have on?						
Training & Employment	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Access to employment and training opportunities , including temporary construction and permanent 'end-use' jobs?	Y			Y	The site is for the creation of employment land, with an anticipated floorspace of over 200,000sq ft. Jobs will be created during the construction phase alongside permanent end use jobs, at a variety of levels and occupations.	Work with Enterprising Barnsley to run employment fairs and attract local workforce
Provision of a safe and pleasant working environment , designed to maximise participation in physical activity such as prominent stairwell positioning, prominent and secure cycle parking	Y			Y	The masterplan framework is designed within an attractive landscaped employment park including areas of informal greenspace. Active travel routes will be included into the site to promote	Ensure equal access of buildings for people with impaired mobility or a disability to shared spaces and buildings. Ensure the phasing of development is appropriately timed to ensure that active

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What impact will the proposal have on?

Training & Employment	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
					alternatives to car usage. Cycle parking will be included in plot design.	travel routes and greenspace is available from occupation of the first build.
Provision of accessible, diversity of job opportunities, appropriate to the skill sets present in local community.	Y			Y	A variety of end users are anticipated which will provide a range of employment opportunities. Additional green technology and solar farm will attract companies providing a range of job opportunities	Work with Employment & skills team and Enterprising Barnsley
Provision of child-care facilities and other support services.	?			?	Lack of suitable and affordable childcare can be a barrier to employment. The masterplan framework does not currently specifically include childcare facilities.	The provision of childcare facilities and services may be delivered within the private sector due to increased employment opportunities.
Supporting business start-up, development and survival.	?			?	A variety of plot sizes are anticipated to be developed. These would accommodate a variety of end users.	Work with Employment & skills team and Enterprising Barnsley

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What impact will the proposal have on?

Access to open space & nature	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Provision and safeguarding of new open or natural space, or improving access to existing spaces?	Y			Y	The proposal will improve access for potential employees to use open natural space for physical activity & leisure before, during or after work. Trees and planting areas can contribute to health and mental wellbeing.	Ensure active travel routes improve access to green space.
Provision and opportunities for active play and exercise through a range of play spaces for children and young people?	NA				Formal recreation play areas are not proposed within the masterplan framework site due to the nature of the development.	Safe active travel routes to be included within the site.
Links between open and natural spaces and the public realm?	Y			Y	Re-location of attenuation pond off site has potential for green space access routes to complement RSPB Old Moor site.	Improve active travel routes surrounding the site and within the site.
Open and natural spaces that are welcoming, safe and accessible for all?	Y			Y	The Equality Impact Assessment has considered accessibility to open space for all community groups	
Management & maintenance of new open space	Y			Y	Anticipated that future occupiers of the employment units will enter a service charge arrangement run by local management organisation or	Agree management & maintenance responsibilities with suitable trust.

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What impact will the proposal have on?						
Access to open space & nature	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
					trust specialising in maintaining open space and detention basins.	

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What impact will the proposal have on?

Air quality and noise	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Minimising construction impacts such as dust, congestion, construction noise		Y		?	During the construction phase of the proposed development, there is the potential for construction impacts to be a nuisance. This is not considered further at masterplan stage but will be dealt with in future planning applications. Longer term impacts are likely to be reduced due to alternative technologies.	At planning application stage, detailed construction method statements should be submitted to outline how this will be dealt with.
Minimising Air pollution caused by increased traffic, energy & industrial developments)		Y	?		Impacts on air quality both within the Barnsley and Doncaster networks are discussed in the masterplan framework. All buildings will be required to have electric vehicle charging points and a travel plan will be required.	Air quality modelling to be undertaken as part of future planning application submission in agreement with both Barnsley and Doncaster Councils.
Minimising Noise pollution caused by traffic and commercial uses.	Y		?		The Masterplan Framework provides green landscaping buffers around the employment site to key receptors including existing residential communities. These will help to reduce potential noise pollution for surrounding communities.	Noise assessment to be undertaken with future planning applications.

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What impact will the proposal have on?						
Air quality and noise	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
What impact will the proposal have on?						
Accessibility and active travel	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Prioritising and enabling walking such as Low Traffic Neighbourhoods, School Streets.	Y			?	The Masterplan Framework promotes active travel through providing various walking and cycling routes encouraging people to walk and get outside for recreation, access to local amenities and commuting purposes. This includes integration with existing Public Rights of Way and movement routes to provide access to Bolton upon Dearne and Goldthorpe. Alongside other routes through and between development plots, this offers a good level of permeability.	Ensure the development limits traffic speeds within the masterplan framework area.

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What impact will the proposal have on?

Air quality and noise	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Prioritising and enabling cycling including safe, accessible routes, secure cycle parking & showers.	Y		Y		The Masterplan Framework promotes active travel through providing various walking and cycling routes, encouraging people to walk and get outside for recreation, access to local amenities and commuting purposes. This includes integration with existing Public Rights of Way and movement routes to provide access to Bolton upon Dearne and Goldthorpe. Alongside other routes through and between development plots, this offers a good level of permeability.	Cycle routes and provision will be included in future planning applications.
Connecting public realm and internal routes to local and strategic cycle and walking networks?	Y		Y		Cycle networks and walking routes will link into existing routes within the wider locality. Cycle routes should be segregated from traffic and walking routes provide safe alternatives.	Cycle routes and walking routes to be shown within the masterplan framework and ensure that these routes are delivered in planning applications.
Traffic management and calming measures to help reduce and minimise road injuries?	Y		Y		The road layout design within the masterplan framework site will be designed for appropriate speeds.	Traffic Assessment and travel plans to be submitted with future planning applications. Ensure road design meets DMRB (Design Manual for Roads and Bridges) standards.

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What impact will the proposal have on?						
Air quality and noise	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Connectedness to public transport, local services and facilities?	Y		Y		Site is accessible by bus and train.	Discussions to be held with Barnsley Bus Partnership to understand if scope for additional services on existing bus routes. Travel plan to be submitted with planning application.
Reducing car use by minimising car parking provision, supported by the controlled parking zones, car clubs and travel plans measures?	Y			?	Reliance upon car ownership will be balanced against the need to provide sufficient parking to ensure that neighbouring residential areas are not impacted upon, whilst limiting parking to encourage alternative travel options.	Travel plans submitted with planning applications.
Accessibility for people with mobility problems or a disability to access buildings and places?	Y		Y		Buildings to be DDA compliant and public realm to be designed to allow access for all.	

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What impact will the proposal have on?

Access to healthy food	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Facilitating local access to a supply of affordable, healthy food such as allotments, community farms/cafes and farmers markets.	?			?	There is a range of local facilities within 10-minute walk of the site. It is unclear at this stage whether the proposal will facilitate access for businesses/employees to good quality, healthy food during or after work.	Further consultation about potential projects to improve employee/community access to local fresh produce and use of green space for food growing
Range of retail uses , including food stores and smaller affordable shops for social enterprises?	Y		Y		There is a range of local facilities within 10-minute walk of the site. Future employees can access a local Aldi supermarket and other local shops.	Consideration to small local shop within the site
Contributing towards over-concentration of fast food / unhealthy food outlets in a single area, in particular along school routes.					No fast-food outlet is planned as part of the proposal	

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What impact will the proposal have on?

Access to healthy food	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Safeguarding loss of allotments, good agricultural land, gardens or other growing land.	Y		Y		No existing land will be lost for food growing purposes	

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What impact will the proposal have on?						
Crime Reduction and Community Safety	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Crime prevention - incorporating elements to help design out crime and help people feel secure	Y		?		There are high levels of crime deprivation within the area and future planning applications should ensure mitigation measures are implemented to minimise crime levels or perceived threats of crime.	Ensure plot design allows for natural surveillance.
Promoting maximum use of buildings and public spaces by a variety of different groups.	Y		?		Buildings will be in private ownership and will be available for a variety of end users.	
Promoting a sense of ownership, respect, territorial responsibility and community, including meaningful community & voluntary sector participation	?		?		Employment uses can result in the site being empty outside of core work hours and weekends depending on nature of employment. This may impact of the health of neighbouring residents if it is perceived that there will be an increase in antisocial behaviours.	Inclusion of community involvement within landscape management organisation to create a sense of ownership.

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What impact will the proposal have on?						
Crime Reduction and Community Safety	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Maximising use of security, management and maintenance	?		?		Plot design will follow design principles within the masterplan framework. Planning applications will be subject to comment from Secured by Design Police Officers.	Increased security and maintenance of the site will assist in reducing crime levels within the locality.

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What impact will the proposal have on?

Climate Change and Energy Usage	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Promoting renewable energy use such as wind and solar	Y			Y	Masterplan framework will encourage the use of renewable energy use within the site such as solar roofs. There may also be potential to provide electricity to the site from a proposed solar farm to the south.	
Ensuring that buildings and public spaces are designed to respond to varying temperatures- ventilation, shading and landscaping?	Y			Y	Sustainable design and materials are a key requirement within the masterplan framework.	Planning applications will demonstrate sustainability credentials.
Maintaining or enhancing biodiversity?	Y			Y	Masterplan Framework has a requirement for the site to provide a minimum of 10% Biodiversity Net Gain. This could be provided on site or off site, which may have a more positive impact on the local community.	Biodiversity will be secured through planning conditions and/or S.106. Opportunities for community involvement may be possible.
Reducing carbon emissions and pollution such as insulation, sustainable construction methods, EV charging points	Y			Y	EV charging points required for all buildings within the masterplan framework, which enables use of electric vehicles and contributing to improved air quality and human health.	Planning applications will need to demonstrate compliance with masterplan framework and local plan policy.

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What impact will the proposal have on?						
Climate Change and Energy Usage	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Encouraging recycling, including building materials?	Y			?	Sustainable design and materials are a key requirement.	Planning applications will demonstrate sustainability credentials.
Sustainable design and construction methods	Y			Y	Sustainable building design and construction discussed within masterplan framework.	Planning applications will be expected to comply with requirements of masterplan framework.
Minimising risk of flooding to incorporate sustainable urban drainage techniques?	Y			Y	Development will address flooding issues within the site. A drainage strategy and Preliminary Flood Risk Assessment has been produced. SUDS will be designed within the site to control water within the employment site and will bring biodiversity improvements. This provides preventative measures to reduce impacts on human health.	Drainage will be considered in future planning applications and secured by condition.

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What impact will the proposal have on?

Social Cohesion and Inclusive design	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Health inequalities by addressing local needs through community engagement?	Y			Y	Engagement with community groups, businesses and local stakeholders provides opportunities for understanding and addressing local requirements and involvement in decision making	Build in ongoing participation opportunities through a range of methods – digital/non digital at different stages of the planning process.
Connecting with existing communities , i.e layout and movement to avoid physical barriers, severance with land uses & spaces to encourage social interaction/prevent suicide?	Y			Y	Layout will enhance connectivity within and across the area between existing communities. Green corridors, active travel routes and open areas will encourage social interaction amongst employees. The provision of a range of diverse local employment opportunities (paid and unpaid) could improve both social cohesion and mental wellbeing.	Accessible routes with clear waymarking
Principles of inclusive and age-friendly design?	Y		Y		All age groups affected will have opportunities to benefit from inclusive and age friendly design e.g. accessible routes; meeting points; places to sit	Further detailed assessment of the proposal against the principles of inclusive design (specifically suicide prevention) and age friendly design

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What impact will the proposal have on?						
Social Cohesion and Inclusive design	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Creating mixed communities with a variety of tenures and uses	NA		NA			

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Goldthorpe Masterplan Framework

Statement of Community Engagement Report

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3.3 Masterplanning inbox key themes

3.4 Response to consultation themes

4 Conclusion

Appendix A: Publicity materials

Appendix B: Consultation materials

1. Introduction

The Barnsley Local Plan was adopted by Barnsley Metropolitan Borough Council (BMBC) in January 2019. This was the culmination of five years' work including several public consultations and a two-year public examination. When the Local Plan was being examined it was agreed that for some of the larger, strategic sites it was necessary to prepare Masterplan Frameworks to make sure that sites could be developed in a comprehensive manner, taking into account all of the infrastructure requirements.

This report focuses on one specific Masterplan Framework, the Goldthorpe Masterplan Framework. The framework covers a 73ha employment site. Alongside employment opportunities, the draft Masterplan Framework also includes open green space with wildlife corridors, watercourses and key pedestrian and cycle paths.

As a result of the Covid-19 circumstances and following best practice, a series of virtual drop-in sessions were held. The purpose of the online drop-in sessions was to mimic the dialogue between members of the public and the project team that happens at physical consultation events. Additionally, it enabled the design team to inform and demonstrate the current design and gather feedback on the draft Masterplan Framework.

1.1 Purpose of the report

The purpose of this document is to outline the approach to public engagement and report on the feedback received from the engagement events. The report is set out as follows:

- Section 2: approach to Engagement and Communication Methods;
- Section 3: presents the analysis of feedback received and comments received on questions and response to key themes raised regarding the design of the Masterplan;
- Section 4: provides a short conclusion to this report; and
- Appendices A and B: includes publicity and consultation materials.

2.1 Approach

This section sets out the approach to consulting with the community in the local area about the proposed Goldthorpe Masterplan Framework. The engagement was developed with BMBC, in line with the engagement strategy for this project and the standard approach for consulting on Masterplan Frameworks.

2.1.1 Objectives

The aim of the consultation was to raise awareness of the proposals among the local community and to gather feedback from the public and stakeholders about the proposed Masterplan Framework. This enabled the team to identify any comments or design suggestions about the Masterplan Framework principles, which could be addressed during design development. In light of the current pandemic, it is important to continue with project delivery and associated consultations to support economic recovery, but also equally important to ensure consultations are accessible to everyone.

Due to restrictions imposed by COVID-19 on holding public gatherings, we adopted a new approach, which involved:

- **A combination of traditional and digital methods** to ensure everybody has access to information. This ensured that information was available in different formats. Materials created

were available online and as hard copies on request and a telephone number was available for those who could not access digital materials.

- **Establishing and communicating new ways to interact** with stakeholders and the community due to COVID-19. While face to face engagement was not an option during this consultation, online engagement sessions offered the opportunity to allow engagement with the public through live Q&A sessions. Site notices available in the community and letter notifications raised awareness about the new ways to get involved.

- **Implementing a six-week consultation period for the Masterplan Framework.** The consultation period for this Masterplan ran for a period of six weeks to ensure consistency with previous Masterplan Frameworks, to allow more time for people to access the information, to receive any requested hard copy materials and review these materials.

2.2 Publicity

Table 1 provides information about awareness-raising activities undertaken prior to the consultation.

Table 1: Awareness-raising activities

Communication channel	Who	Summary
Social media posts e.g. Facebook and Twitter	General public	A number of social media posts published on BMBC's Twitter and Facebook channels promoted the consultation and encouraged people to provide feedback.
Press release on BMBC website	General public	A press release introducing the proposals and advertising the consultation was disseminated by BMBC's Press Office.
Dedicated webpage	General public	A dedicated webpage on BMBC's website was established: https://www.barnsley.gov.uk/goldthorpe . This provided details of the scheme, advertised the online Q&A sessions, included a copy of the consultation document and the questionnaire. This webpage was updated throughout the consultation period to provide transcripts of some of the Q&A sessions and FAQs. A copy of the consultation material can be found in Appendix B.
Newspaper notice in Barnsley Chronicle	General public	Advert placed in the Barnsley Chronicle raising awareness about the upcoming consultation.
Email notification to BMBC existing contact list	Stakeholders	Email notification sent from BMBC masterplanning inbox to notify key stakeholders about the consultation.
Notification letters	Residents and businesses within 250m of the site	Prior to the consultation starting, approximately 346 letters of invite were sent by email and post to residents and businesses within 250m of the site. A copy of the letter of invite can be found in Appendix A.

Site notices	General public	23 Site notices were posted around the Goldthorpe Masterplan Framework boundary.
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2.2.1 Statistics for online publicity

Table 2: Web page views during consultation period.

Page	Page Views	Unique Page Views
Consultation webpage	720	526
Press release	180	146

In addition to the dedicated webpage, social media posts were also used to notify in advance of and throughout the consultation period.

Five posts on Facebook

- 33,637 reach
- 450 clicks
- 369 reactions/comments/shares

Five posts on Twitter

- 12,821 reach
- 119 engagements

2.3 Consultation activities

2.3.1 Ward member update

An online session was held with ward members on 6 January 2021 to provide an update of the proposals and to provide ward members the opportunity to speak with members of the project team ahead of the consultation.

2.3.2 Online drop-in sessions

Online drop-in sessions were held for the public via Microsoft Teams during the evenings on a range of days. The dates, timings and attendance of these events are set out in Table 3. These sessions provided an interactive alternative to usual face-to-face public drop-in sessions, while continuing to offer an opportunity to find out more about the scheme and ask the project team any questions the public may have had. Members of BMBC and Doncaster Council were available on the drop-in sessions to inform the public of the Masterplan Framework proposals and answer any questions.

Table 3: Session details Event	Date	Time	Number of Bookings
Goldthorpe Masterplan Framework – Live Q&A session A brief summary of discussion points was made available online.	Tuesday 9 th February 2021	18.00-19.15	6
Goldthorpe Masterplan Framework Topical Discussion – Highways and Transport	Wednesday 10 th February 2021	18:00 – 19:00	6
Goldthorpe Masterplan Framework Topical Discussions –Ecology	Wednesday 10 th February 2021	19:00-20:00	3
Goldthorpe Masterplan Framework Topical Discussions General session	Thursday 11 th February	17:00-18:00	2
Goldthorpe Masterplan Framework Topical Discussions General session	Thursday 11 th February	18:00-19:00	0
Goldthorpe Masterplan Framework Topical Discussions General session	Monday 22 nd February 2021	17.00-18.00	1
Goldthorpe Masterplan Framework – Live Q&A session A brief summary of discussion points was made available online.	Monday 22 nd February 2021	18.00-19.15	1
Goldthorpe Masterplan Framework Topical Discussion – Highways and Transport	Wednesday 24 th February 2021	18.00-19.00	4
Goldthorpe Masterplan Framework Topical Discussions –Ecology	Thursday 25 th February 2021	18:00 – 19:00	1

2.3.3 Consultation Materials

Consultation materials sought to provide the public with insight into the proposals to enable them to provide their feedback and to facilitate discussions between the public and the project team. The following materials were provided online and made available in hard copy as requested:

- PDF;
- Feedback form; and
- FAQ's available on the website.

The PDF provided information about the proposed Masterplan Framework, including placemaking principles, constraints & opportunities, proposed design, urban design & character, movement framework, landscape & biodiversity and phasing & delivery.

The FAQs provided answers to frequently asked questions and were available on the scheme webpage. Transcripts of the Q&A sessions were placed online to allow those who did not join the call to view questions and responses to gain more knowledge of the proposals.

3 Feedback Analysis

We received 25 questionnaire responses during the consultation period. The following section provides analysis of questionnaire responses, feedback received via email and a response to key consultation themes.

3.1 Types of Feedback

Feedback was received through the following channels:

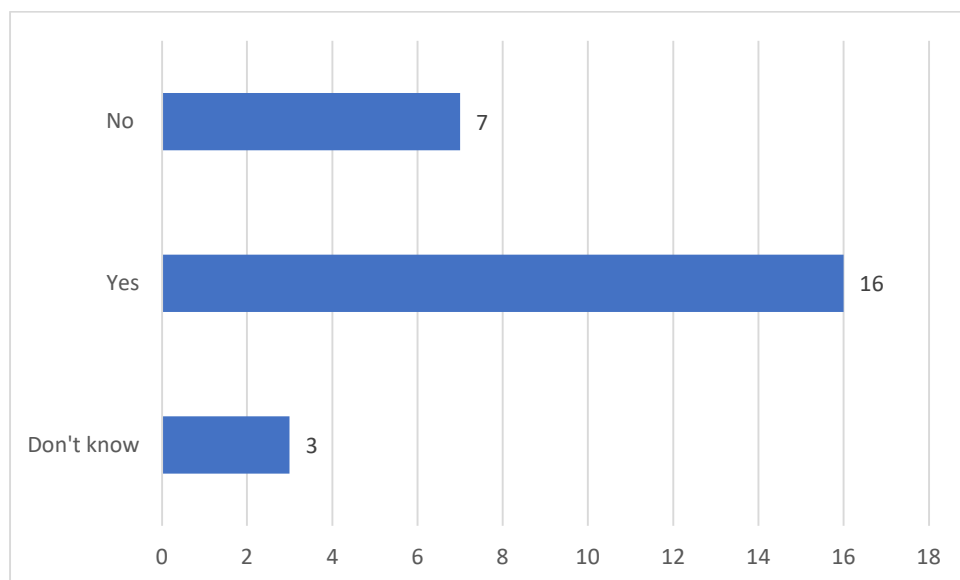
- **Questionnaire** – Via a submission of the consultation form found on the BMBC website, which could be submitted online or by post.
- **Masterplanning Inbox** – Via emailing feedback to the designated inbox.

Upon reviewing and analysing feedback, it was clear there was some opposition to the principle of development of this site. This was not within the scope of this consultation, which was consulting on the principles of the Masterplan Framework.

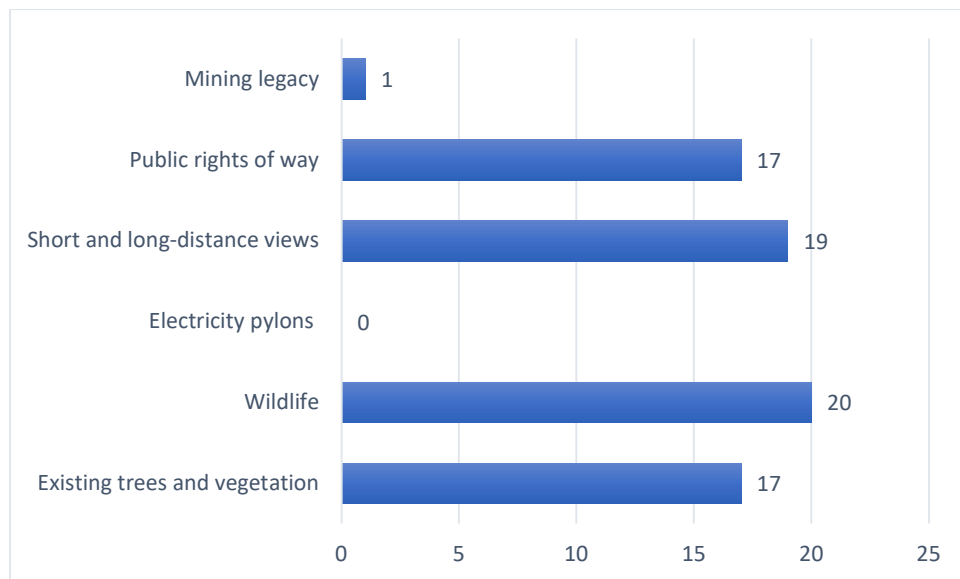
3.2 Questionnaire analysis

Q1. Do you agree with the Masterplan Framework's vision, which seeks to create a sustainable and inclusive employment development with high-quality design and landscaping?

Of the 25 responses to this questions, 16 agree with the vision, 7 do not agree and 3 don't know.



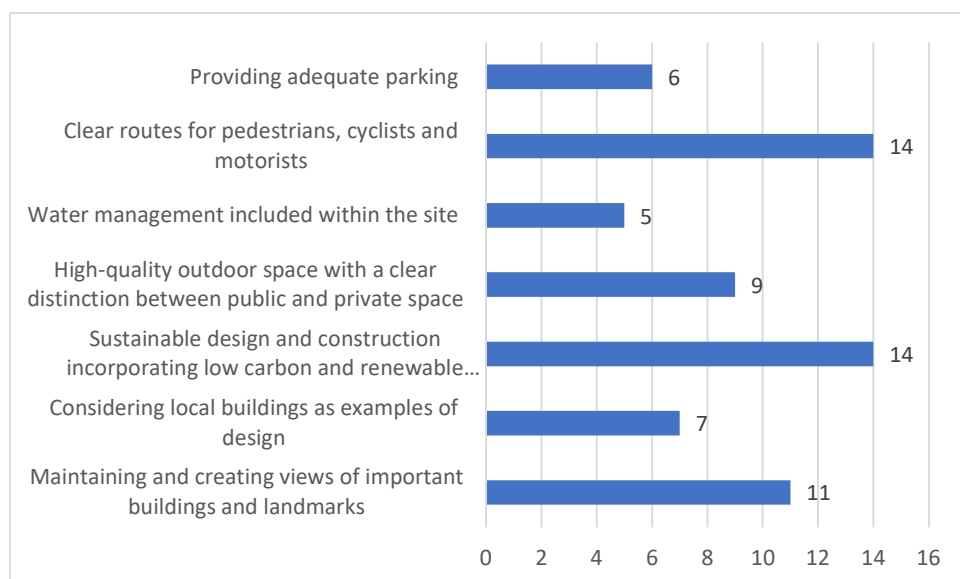
Q2. What do you think are the most important features of the existing site? Please tick all that apply.



The comments raised as 'Other' can be found in the Table below:

Outside of Goldthorpe the A635 goes through open farmland and current Goldthorpe Industrial Estate is screened from view. This rural aspect is very important.
The non polluted stream that runs along the site including the fish and ducks etc, that live in the stream.
Darkness at night
It currently doesn't contribute to NO2 levels or traffic numbers, light pollution or noise pollution. Residents looking out onto it see green and nature and therefore in doing so, lower their blood pressures and improve their overall mental and physical health.
its currently the point that floods during high rain, where will this go to?

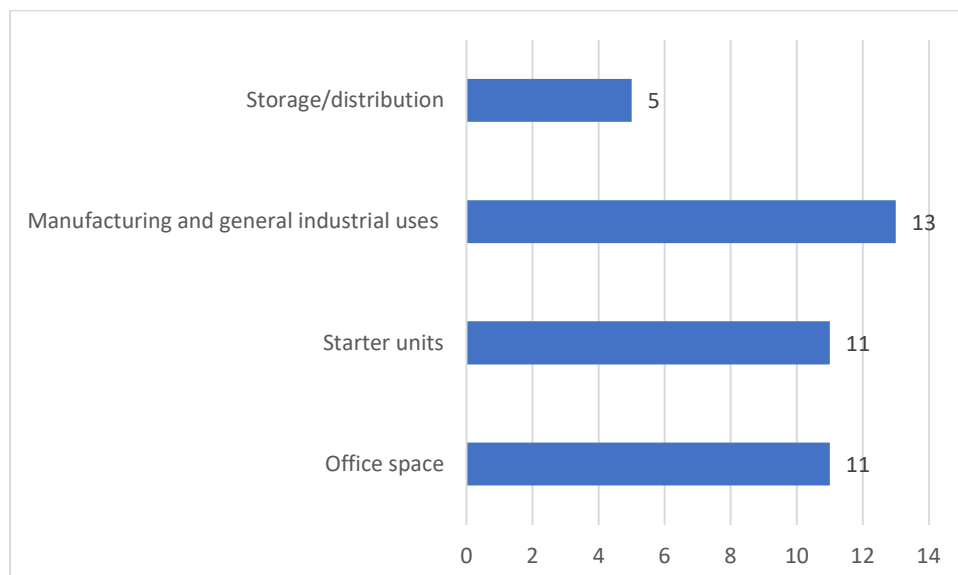
Q3. What do you consider to be the most important for guiding the design of the new development? Please tick all that apply.



Additional comments were received around this Question:

Noise and Sound pollution that will be caused to neighbouring properties
Addressing anti social issues, such as off road vehicles and fly tipping
Sustainability and zero carbon emissions
To attract in high quality businesses the space needs to be high quality with sustainable designs and easy access to countryside for the workers.
Maintaining the current habitats for wildlife and trees. Maintain local eco systems and reduce pollution and increase air quality.
low pollution levels in the area, noise from the increase in traffic along the routes leading to the site. via Highgate lane or along Barnsley road. congestion round the round at Aldi is very high now . water table pollution and stream pollution. Health and wellbeing of Highgate residents from increase in noise, air pollution and safety crossing road - elderly people and school.
The route of access to the site should not add to the problems of traffic congestion, and high pollution at Hickleton and Marr. Itâ€™s clearly not good enough to use the proposed bypass (that could take many years, if it happens at all) as a mitigating factor for this. Neither is the public transport links as we know that the vast majority of workers will use their own vehicles.
High level of screening of the site to hide buildings, activities and car parks. Careful attention to lighting of site at night - current Aldi distribution centre lights up the whole area at night and is much more visible than during the day.
Keeping it green, so buildings and lighting cannot be seen, and for it not to increase traffic numbers coming into the local area...especially silly lorries. It should remain as arable or be planted up as woodland. No other use will be acceptable.
controlling noise and light particularly at night and screening as much as possible. Also will the plans have to include rainwater harvesting to control flooding and high volume run off to carr dyke
Fresh air, quiet area, low key noise

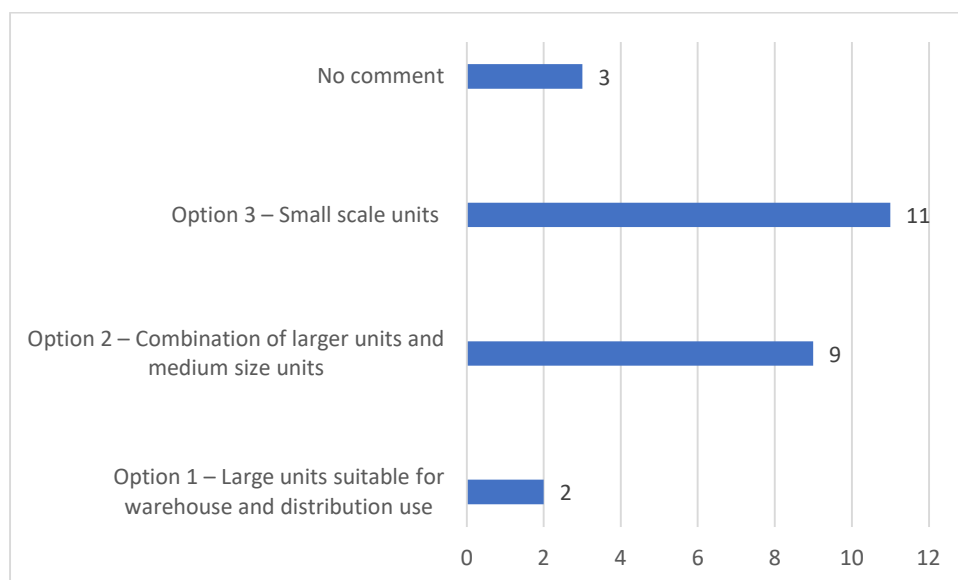
Q4. The draft Masterplan Framework proposes a variety of employment uses for the site. What employment uses do you think that the development should provide? Please tick all that apply.



None as it is not required as local business can not recruit at present and will only lead to more commuting, congestion and more carbon

We have more than sufficient storage and distribution sites in this area. The site needs to attract high tech and manufacturing businesses likely to generate employment. Ideally with a large anchor tenant that would attract other businesses in.
None. Should be maintained as green space which is important for the local habitat and the health and well being of local residents
none - should look at old and unused sites first in area and Goldthorpe industrial site, brown sites and also look at getting present area housing upgraded not build new, revamp the getto and run down aspect of Highgate
A mixed site that includes provision for new businesses and not just storage and distribution which take up a lot of space, involve a lot of vehicles and not necessarily the volume of job opportuniites
also small light industrial use. Smaller units will attract more local businesses and likely employ more local people. Storage and distribution should be avoided as this brings large national companies which operate 24/7 with massive HGV's. Large national companies also means you have allyour eggs in very few baskets.
None. It should remain as arable or woodland. Office space is a HUGE mistake. Flexible working with most staff working all or some of week from home is here to stay post Covid.

Q5. The Masterplan Framework has identified development platforms across the site. The consultation has identified three potential layouts, containing different sized buildings that would attract various users. Which option would you prefer to see proposed in the final Masterplan Framework?



Question 6

Further to Question 5, please to let us know why you have chosen your preferred option or how it could be improved.

Option 1 – Large units suitable for warehouse and distribution use

Option 2 – Combination of larger units and medium size units

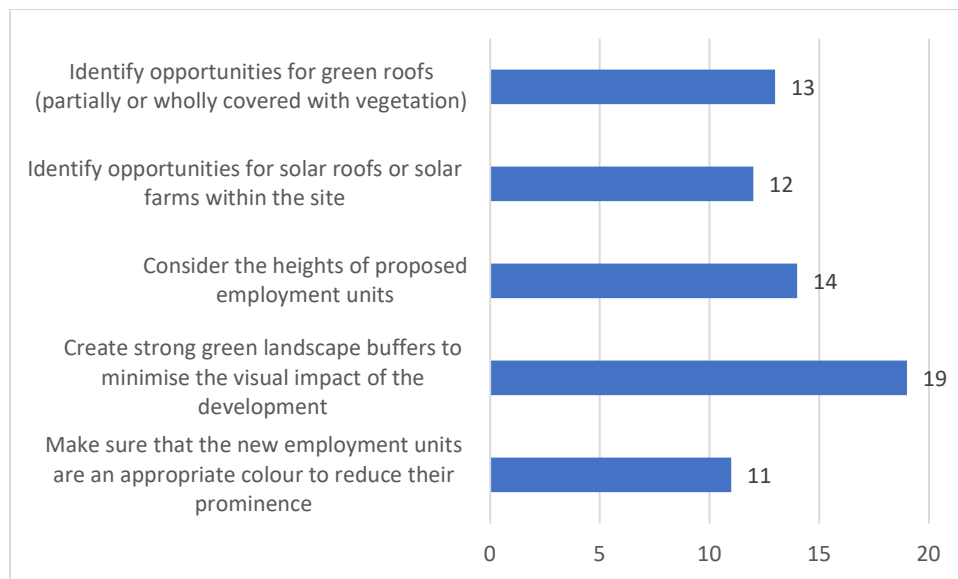
Option 3 – Small scale units

Once the arable land is built on it will never be available again to grow crops again and as the former High gate and Hickleton collieries site have numerous unused units on them I fail to see any need for more speculative building
There would be less noise and light pollution with the smaller scale units. We already hear noise from the existing Aldi unit which is a large unit and as one of the closest neighbours to the proposed new development i would not want to be kept up all night as a result of heavy goods vehicles entering the larger units at all hours of the night
Because you have not considered Option 4 - none of the above!
It is difficult to assess the overall impact, without having insight into the incentives for relocating to the area, there are already large warehousing units throughout the Dearne. Offices and call centre space was particularly successful in the early part of the Century, but that could also impact on any regeneration within the town centres of Rotherham, Barnsley and Doncaster
Large units suitable for warehouse use will lead to more lorries using the area with consequent increase in pollution and greenhouse gases being emitted which our planet's climate cannot afford to see increased. The development of manufacturing units which might be manufacturing of any size would be a benefit for the local economy. Any units that are considered should be investigated to test the impact they would have on the climate and on increased car use. Part of the plans should include development of public transport to keep the use of private cars to a minimum.
More job prospects in a combination of units
I am against large scale units for warehousing and distribution use as I live in the village of Hickleton and know first hand the difficulties and dangers of the A635 which are currently in existence prior to any new additional development work which, whilst creating new employment opportunities, will inevitably produce a significant rise in traffic along the already congested road which dissects Hickleton Village. We are already having great difficulty accessing our property which is situated on Home Farm Court and are concerned not only with the numbers of large lorries and industrial vans using the A635 but with the speed of all traffic through the village. In order to cross the road we have to use a traffic island which invariably results in being stranded in the middle of the 2 carriageways with traffic passing closely by on both sides. The air quality in Hickleton is already amongst the worst in the country and the addition of more vehicles will only add to this issue. Hickleton is an accident black-spot with high numbers of minor and, sadly, major accidents resulting in fatalities being recorded and residents regularly having to cope with stone boundary walls being destroyed and significant listed structures in the village being damaged. The pinch point in the centre of the village makes it dangerous for pedestrians to walk on the pavement as the mirrors from lorries often encroach on the pavement space at head height. With no current secure plan or commitment for a by pass in position I cannot understand how any plans for developments of any type that would entail a rise in traffic could even be considered.
Expanding on Q 5 it needs to be seen as a different type of business space than for warehousing. Market research should be done to identify prospective customers prepared to consider relocation to the site and to design office accommodation/units accordingly.
The development should be as small as possible limiting the environmental damage to local habitats. Also to reduce the impact on local residents in terms of loss of open space, air pollution and quality of life.

Less heavy lorry impact on area, less noise when traffic is rerouted through village when A635 is block due to weather - incidents and general levels of traffic going to work and back.
<p>Option 2</p> <p>There seems to be an increasing need for distribution centres and new start businesses. Expanding business may need more space or satellite sites.</p> <p>?Is there still such a need for office space given more people can work remotely</p> <p>?Leisure facility especially tennis courts as no local ones (especially indoor)</p>
<p>Large units will be occupied on long leases by national/multi national operators with good covenant strength. The units will be constructed to a high specification (in line with tenant requirements) and will be maintained to a high standard (the Aldi distribution centre is an example of this). Noise and disturbance created by this type of development is likely to be less and there will be reduced impact on the landscape and the built environment as a result. Attracting tenants of this nature in large scale units will send a positive message to the market, which will encourage further investment within the Borough.</p> <p>In contrast small scale units will not be constructed to the same specification and, by their nature, will attract a high turnover of tenants occupying shorter leases. Small scale estates are difficult to manage and fall quickly into disrepair having a greater impact on the landscape and the built environment.</p> <p>In summary I would prefer and would fully support a development identified by Option 1.</p>
The more diverse the buildings are the greater chance of a range of businesses will be attracted giving a greater variety of job opportunities and skills
The type of job opportunities being offered should be diverse, not only warehousing, but a chance for local people to develop skills which can be transferred to other sites and industries. A selection of differently sized businesses would probably offer this diversity and encourage a degree of entrepreneurship.
As explained before, small scale units will encourage more local businesses and likely employ more local people. Many large distribution centres bus employees in from far and wide. It will also avoid more 24/7 large HGV operations, with which the area is already plagued.
So the vast majority of the area can be planted up as woodland! DO NOT turn Barnsley/Goldthorpe into the South-East of England.
I believe large units will increase employment opportunities
To attract a variety of business
Fewer HGVs – option 3
small scale units provide a chance for small business to bring different opportunities different work skills wider scale of jobs for younger adults different choices
small units are less likely to operate 24 hrs, less likely to produce significantly higher HGV traffic at all times, less likely to produce excessive noise and easier to integrate green space to minimise the visual impact. Furthermore, it is more likely to create a wider range of employment roles, rather than just low paid, zero hours contract roles.
In order to encourage start up or smaller business's to come here as this will give a better spread of job opportunities/skills as opposed to distribution /warehousing of which there many in this area

Question 7

*How can the impact of development be minimised when viewed from the wider landscape?
Please tick all that apply.*



planting trees on the existing waste land between the neighbouring properties and the proposed site as this would also shield neighbours from noise and light pollution as well as protecting from the view of the industrial units which are generally an eyesore

By not building them in the first place

Look at carbon neutral and other eco friendly designs/materials/energy neutral

As many trees and green spaces as possible. Should be complete off set from current agricultural use.

non impact on the stream and wild life and birds, highgate village

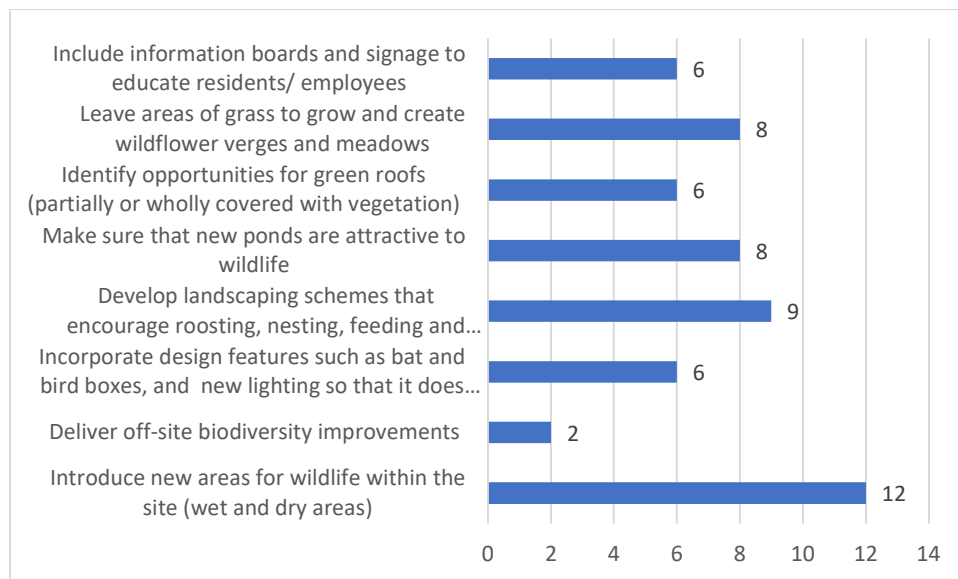
Thoughtful design using quality materials with attractive fenestration to entrance features and building corners etc. Landscaping will also be key with planning conditions in place to ensure it is suitably maintained.

DON'T BUILD ON THE SITE!

ensure no roofs are reflective as from Billingley which is on a hill, this would be intrusive.

Question 8.

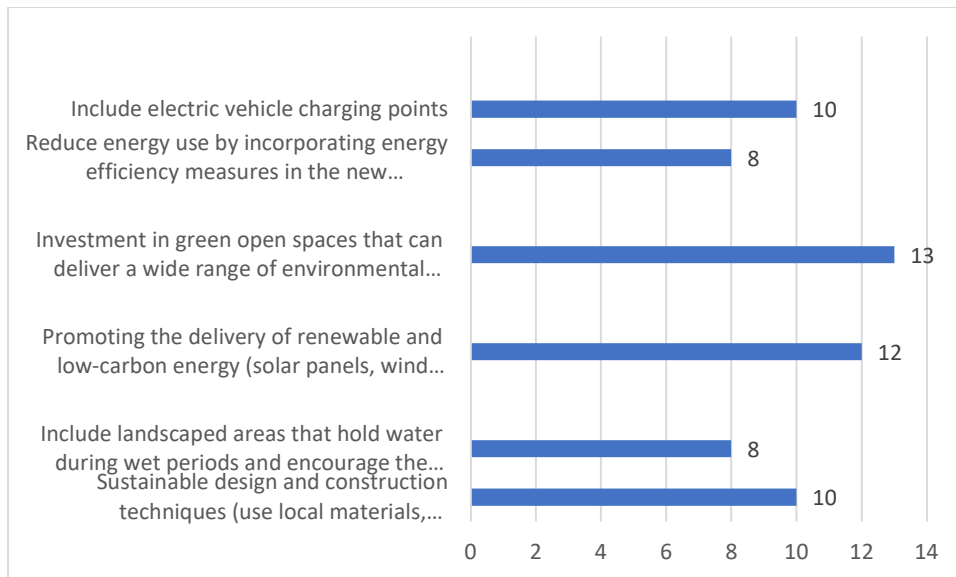
How can the impact of development be minimised on existing biodiversity features? (Please tick three options.)



Don't build it in the first place
Any measures would probably fail as the local owl population disappeared when the barns at Billingley were converted even though measures were put in place to protect them. The new payment to farmers being proposed by the Government would improve the habitat on the site while still producing food
Create a bypass to the A1 and M1/M18
keep seven fields right of way paths clear and free - not chain gates to stop rambles and walkers which as been done.
Ensure no extra traffic either HGVs or cars use the A635 as access through the villages of Hickleton and Marr.
All of these options are relevant
Don't build on it is THE ONLY WAY TO MINIMISE THE EFFECT ON THE BIODIVERSITY OF THE SITE. Preferably turn it from monoculture arable into woodland with no development!

Question 9

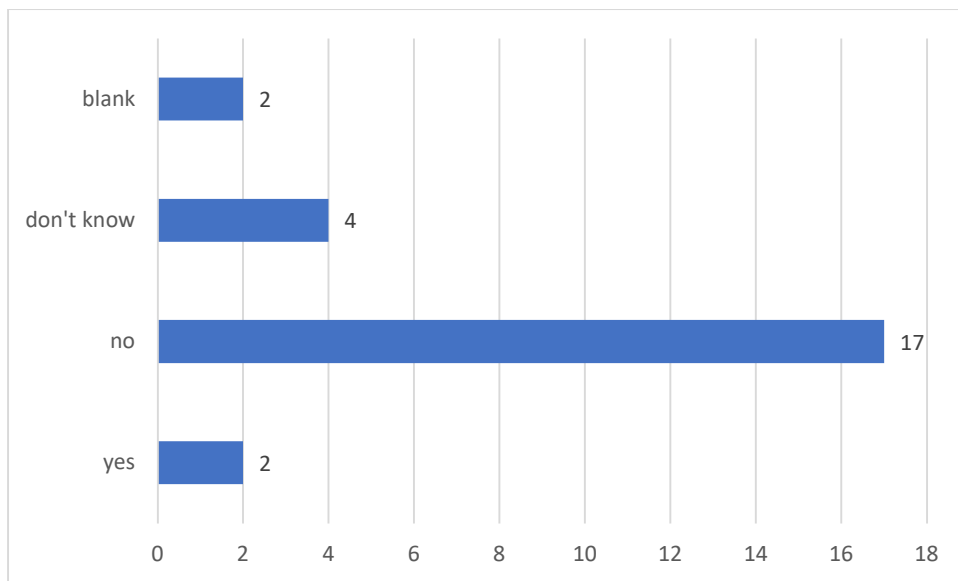
What areas do you consider to be important in achieving sustainable development and reducing future impacts on climate change? (Please tick three options.)



Don't build it. Obviously.
Discourage commuting by severely limiting parking as is done in the Netherlands
reuse brown sites first and regreen sites
To have an alternative route to the site other than the A635 through Hickleton and Marr as these villages are already suffering from high levels of pollution traffic noise, accident black spots, speeding and high levels of traffic on a roads thatâ€™s not fit for the amount of traffic and HGVs.
I have identified the two that are the most important but all options are relevant
No more office, industrial, warehousing or class E development on land that is or recently was green belt!
all these above we are doing them aren't we

Question 10

Local Plan policy ES10 requires creating a habitat corridor of at least 8m in width along Carr Dike and a sustainable drainage scheme to ensure that rainwater falling on the site can to drain into the Dike which aims to improve water quality. Do you consider there are any circumstances where this requirement could be relaxed?



Question 11

If yes, please state the circumstance:

Should not even be considered
<p>Carr Dyke is currently insufficient to manage rainwater run off from the land during periods of high rainfall. The last two seasons have seen considerable flooding over the area due to be developed - we farm that land currently so are very familiar with it. To simply expect the dyke to cope with rainwater drainage which will probably be quicker to run than when draining through land drains, is disappointing. It also suggests that you will look to push the flooded area to another part of the dyke. If an area was designated as wetland to specifically cope with these times of the year, that would not only minimise the impact on the dyke and the potential for flooding, but would also maintain wildlife habitat.</p> <p>An alternative would be rainwater harvesting which could be Incorporated into all planning. We are no experts in this, but we know this land probably better than anyone else out there and we have seen the impact of changing weather patterns. It almost unfarmable now on the flood area.</p>

Question 12

If the requirement was to be relaxed, what off-site enhancements would you expect to see instead? (Please rank in order of preference).

	1 st	2 nd	3 rd	4 th	5 th
Additional wetland	6	6	4	7	2
Additional woodland	9	8	6	1	0
Additional hedgerows	3	6	8	6	2

Measures to enhance and better manage existing nature reserves and local wildlife sites	3	5	5	8	2
Other	3	0	1	2	16

Additional trees and plants to be planted on the the existing waste land between the existing neighbouring properties and the proposed site

The greatest challenge is community engagement for any development. The degradation to the land around the dearne from litter, fly-tipping and off road vehicles, indicates the need for enhanced community engagement and education

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path ways to walk and relax through the site and no locks

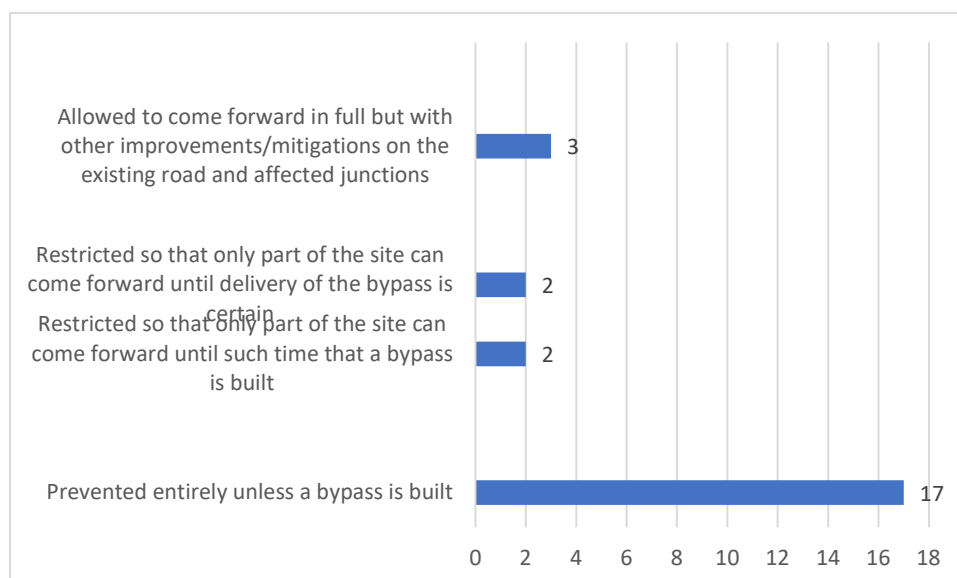
To have an alternative route to site other than through the villages of Hickleton and Marr in the a635

Notwithstanding the above I fully support the 8m wide corridor.

8metres is a pathetically small width for wildlife. No more development on our green spaces please.

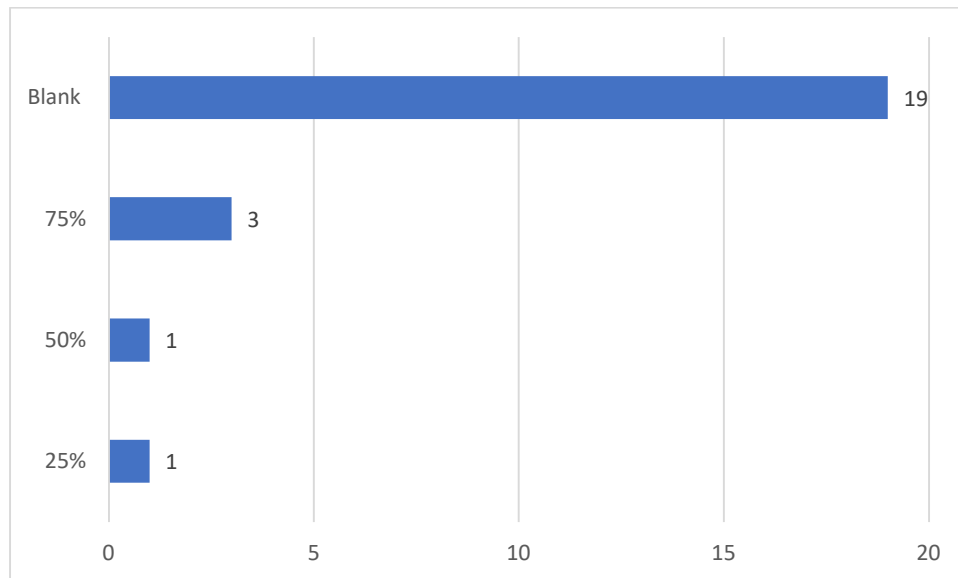
Question 13

A bypass for the villages of Hickleton and Marr remains an aspiration for Doncaster Borough Council. Do you consider that traffic in these villages are at such a volume that the development of this site should be:



Question 14

If you answered b) or c), at what percentage of total floorspace should the restriction apply:



Question 15

If you answered d), please state what solutions should be considered:

The basic problem with this plan is you can have exponential economic growth on a planet with finite resources so no matter how many villages you bypass you will always require another bypass

Improvements in public transport in the immediate area but also for people who at present travel through this area for work. This needs to see improvement in the connections between different services so that travel can be comfortable and without long waits.

Transport consultants will be advising but if the traffic can't be diverted it must slow down. A significant amount of the noise and disturbance (not to mention health and safety issues) is caused by the speed which vehicles travel. Whilst not in the vicinity of Hickleton and Marr I support the proposed roundabout on the A635. Not only will this serve the new development but it will help to reduce the speed of traffic. Otherwise speed cameras should be installed along the length of the A635 and its speed should be restricted to a reasonable level.

I've given my best to your questionnaire. Question 14 what's b or c. I feel that this draft for larger units would bring a big impact on the surrounding areas of Goldthorpe, Bolton, Hickleton and MarAldi has brought 100s HGV to how roads plus Next and other which is overpowering togo ahead with option 1 would be added to the roads Please note HGVs are taking short route from Manvers through Bolton I've asked before to have a sign at Manvers roundabout no access for HGV up Dearne Road if we need more signs, many HGVs coming down by two schools and day nursery lost causing hazards with parents children with the schools across from me will the masterplan think of noise and odors from units which will be close to play area can you give me more advice because children are more than any masterplan to pen them in it would have been better to put masterplan near to Cathill roundabout away from housing 2 primary school. 1 children centre and nursery why so near to small children. Planning committee haven't put their heart in to children health. At Birdwell large units are been built which best idea HGV off motorway not intruding on housing estates all these units creating jobs is nonsense because we all travel to work. I understand if jobs was given to local people first so you wouldn't have loads of

traffic. Hopefully after COVID19 break we would prefer for the residents to have a meeting to discuss the masterplan.
The PC feel that whilst supporting the creation of jobs in the area it is vital that other services are developed to keep pace with the impact of any development, in this case traffic flow along the A635. Both Barnsley and Doncaster councils accept that there is a need for a bypass for Hickleton/Marr and if this development is fully implemented , along with the units already built in Thurnscoe and the Hermes development at Birdwell plus a possible expansion of Symphony the traffic and pollution through Hickleton would be unacceptable given the pollution issues in Hickleton already. Currently a bypass at best is not likely in the next 10/15 years and there are no alternative solutions to solve the pollution issue as this is caused by traffic and the A635 through Hickleton does not lend itself to any possible improvements.
Will this development be included in the economic case currently being built for the bypass or in assessing the traffic/pollution impact on Hickleton/Marr

Question 16

Please write other comments you may have about the draft Masterplan Framework below:

<p>I would be concerned that lorries and construction workers would be accessing the proposed site from Carr Head lane. As there is a school directly next to the site this would pose a danger to the children entering and leaving the school.</p> <p>Lorry drivers at the existing Aldi distributions site often crash into lamp posts and bollards and i am concerned for the safety of adults and children who would be walking in the area of the proposed site.</p> <p>I am very concerned over the noise and light pollution that would be caused by the proposed site. The existing Aldi distribution site already causes a lot of light and noise pollution and any measures that were put in place to minimise this have already been taken away. For example trees that were planted have now been removed and there are no noticeable barriers in place to stop noise and light pollution at this site so why should this new proposed site be any different.</p>
<p>Regarding the transport implications;</p> <p>(1) You cannot even consider this a viable plan without the Hickleton bypass being built</p> <p>(2) the plan states "The Masterplan Framework will seek to safeguard the setting of the Billingley Conservation area while supporting the development of the site." What does that actually mean? The plan only mentions mitigation of destroyed views through tree line extensions. The real issue here is the massive increase in traffic that will arise on the A635 but also the use of Billingley main road as a 'rat run' for ANY traffic coming from the north. The last few years has seen the village blighted by increased noise, pollution due to (a) Middlecliffe traffic calming measures and (b) additional traffic caused by the Aldi supermarket (Goldthorpe). The only way this plan can be considered as viable is to include the provision to block off the top end of West Kirk Lane in order to return the village to the Conservation Area it should be and prevent it being used as a 'cut through'.</p>
<p>There is already community unrest with traffic levels in the area. The latest improvements around Cathill are welcome but there will continue to be objections to developments if adequate consideration to increasing traffic levels is dismissed</p>
<p>As I have said in previous answers I don't think the development is require for employment, it will lead to more CO2 emissions. There is no estimate of the excess Carbon which will be released over the lifetime of the site all green plans are maybe's so they will die in the building process.</p>

<p>It will lead to more wildlife deaths as more car journeys are made. It will add to less food security as hundreds of acres of farm land will be destroyed. The junction on the main road will lead to traffic build up and pollution as cars and wagons slow and speed up again. In conclusion the development is a white elephant before it is built which will only benefit the land owners and construction companies. The council's time and effort would be better spent on high speed broadband and improvements to local schools. Rather than this misguided 20th century plan for the 21st century.</p>
<p>The A635 cannot physically take any more traffic through the village of Hickleton, already the road is in a shocking state with potholes, sunken drain covers, HGVs are constantly bouncing on these loose/sunken drains causing noise disturbance 24/7, NOx pollution is already way in excess of guidelines, with noise pollution almost intolerable. Almost weekly accidents at the crossroads mean standing traffic, adding to already high levels of NOx/NO₂ pollution as well as the threat to life. Crossing the road to post mail or attend village amenities can take 10 minutes waiting for a gap in traffic.</p>
<p>The volume of traffic on A635 is significant and regularly peaks at over 23,000 vehicles/day through Marr and Hickleton of which 15% are HGVs. The impact of existing traffic is such that Hickleton is among the most heavily polluted places in England. It is simply not acceptable for yet another business park to be built along the A635 and talking of developing it in an environmentally friendly way without addressing the traffic pollution and the social/environmental impact and restrictions that additional traffic associated with the development will cause to the locality.</p>
<p>The development should not go ahead. It is an environmental disaster for both wildlife and humans.</p> <p>The loss of green space and agricultural land is unacceptable in the current climate and environment emergency.</p> <p>The impact of wildlife will be devastating and I do not believe you can offset this.</p> <p>There has already been a huge loss of insects and bees which put at risk food production through loss of pollination.</p> <p>The impact on local residents is unacceptable. There will be an increase in traffic increasing air pollution. The loss of trees and green space will also increase air pollution.</p> <p>There will be an increased risk of flooding. The fields already suffer from some flooding in adverse weather. This will become worse with increased concrete/tarmac.</p> <p>The mental well-being of local residents will be affected due to the loss of open space to undertake outdoor activity. Never needed more than at the current time.</p> <p>The proposed development goes right up to a residential property on Doncaster Road. The impact on this family cannot be underestimated.</p> <p>There will be an impact on the bird sanctuary close by which is unacceptable. This area will have already suffered due to the recent development in the Dearne Valley road system.</p> <p>The road development has already resulted in the loss of habitats and a significant number of trees being removed.</p> <p>There will be increased traffic through Hickleton which already has some of the worst air quality in the country. The proposed bypass will improve the air quality for Hickleton but will within itself result in widespread destruction of further green land.</p> <p>There has been mass development at Hoyland destroying huge green spaces and trees. There is too much development concentrated in one area.</p> <p>How this development can even be considered in the current environmental crisis is beyond belief.</p>
<p>Highgate has been run down for many years to put more housing and industrial facilities without tackling the environment, pollution, safety, transport issues and dwelling conditions in the village is scandalous and it's no wonder labour are losing seats. To bring in facilities and housing which the local employment and villages would not have the opportunity or money to take advantage of</p>

<p>is not right and to build new on sites which are green and have been rediscovered by a lot of local people instead of using brown sites is mistake and those that have pushed for this and have approved it should be the first to move in to Highgate and live with what they have done.</p>
<p>Although we understand that your Masterplan may help towards making the business case for a bypass, we strongly feel the importance that said bypass must be built before this development goes ahead.</p> <p>I would ask you to take 10 minutes out of any day and stand on the A635 in Hickleton - quite apart from the diesel fumes which will make you very reluctant to do this, lorries thundering past will also have you scared to just stand there. In trying to cross the A635, many juggernauts will go past on both sides of the road.</p> <p>This quite apart from the many accidents, including the 2 recent fatalities at the crossroads.</p> <p>We do understand what you are trying to achieve but please can we work together to promote what is best for the area as a whole.</p>
<p>Whilst my property is in close proximity to the development site I acknowledge the need for employment and investment within the area. I am pleased to see from the Masterplan that measures will be put in place to protect my amenity through the design process with separation distances and appropriate boundary treatments. The roundabout in the location shown will also act as a sensible traffic calming measure along the A635 as referred to in section 15.</p> <p>In summary I support the Masterplan Framework as drafted.</p>
<p>Given the failure to bypass Hickleton and Marr over the years that the Dearne Valley as been developed the A635 is at capacity and the level of pollution in Hickleton is illegal so while fully supporting plans to create jobs and housing in Barnsley/Doncaster/Rotherham it is important that supporting projects such as road networks:schools health services etc are carried out at the same time. This development if fully implemented will increase traffic and pollution levels even higher in Hickleton and although a bypass is mentioned there is no cast iron guarantee that it will progress and by all accounts isn't likely if it goes ahead it won't be for some considerable time ie 10/15 years this is not acceptable, it is also worth pointing out that this is not the only development that will impact on the A635 ie Hermes at Birdwell</p>
<p>Doncaster Council welcomes the section regarding the 'Impact on the Road Network' and the explanation and commitment concerning the bypasses for Hickleton and Marr and improvements to A635. This is in line with comments made during the Barnsley Local Plan process/duty to cooperate, and on-going collaborative work with Sheffield City Region.</p> <p>Regarding air quality, it is acknowledged that the local plan policy refers to a detailed air quality assessment being necessary to quantify the impact of any development and that any decision will be subject to consultation with Doncaster Metropolitan Borough Council. The Goldthorpe Masterplan is very brief on this issue, and it may benefit from mentioning this issue and its potential impact on Doncaster borough.</p>
<p>The current congestion along the A635 between Hickleton, Marr and the A1m and the excessive pollution already resulting in both Hickleton and Marr being Air Quality Management Areas should preclude any development, as outlined in the Goldthorpe Masterplan Framework until a bypass has been built.</p> <p>Also, the new development should be made much more accessible for cyclists and pedestrians. The A635 is currently not suitable for either.</p> <p>The Parish of Hampole and Skelbrooke fully supports the comments submitted by the Joint Rural Parishes (west Doncaster).</p>
<p>It is quite frankly frightening how Barnsley Council seem hell bent on destroying nearly all green space around the less affluent, built up parts of Barnsley local authority area. Why do these</p>

<p>“Master Plans” never involve destroying the views, or tranquility around the more expensive areas such as Cawthorne?</p> <p>Our planet is dying. We are all killing it and ourselves through pollution, land overuse, destruction of wildlife habitats and rapid extinction of key species. A little girl in London died as a result of pollution. The Coroner ruled last year that air pollution was the sole reason for her death.</p> <p>Do not turn Barnsley into the South East. If HS2 Goldthorpe/thurnscoe station is built, plus large car park and dual carriageway of the A635 the area will be hugely polluted and crime will increase. It will be a depressing place to live. I fully expect the station will be built on Phoenix Park.</p> <p>Central Government has cut Local Authority budgets to the bone so that supportive services for families in need are non-existent. More warehouses and offices are not the answer to solve the deprivation of the area. Investment in family and youth services and keeping previous green spaces are the only way the likes of Goldthorpe will become a nice place to live.</p> <p>Why should the Council meet Government development targets when it has complete disregard for the council or residents? It will also push the Council to break any CO2 or NO2 targets set.</p> <p>Planting sapling trees does not reduce CO2 levels for at least 20 years.</p> <p>Please tear up the framework or at least put it on long term hold and blame Covid.</p> <p>Building on an area the size of over a HUNDRED football pitches is disgraceful.</p>
<p>Vital and development takes into account the impact on the roads around the major Doncaster Road link especially within villages of Middlecliffe and Billingley.</p>
<p>There should be zero tolerance for any plans that negatively impact traffic, congestion or air pollution along the A635.</p> <p>No developments that contributes to a breach of a legal air pollution limit should be considered.</p> <p>A bypass is therefore essential for the health and safety of residents around the A635 network as well as the regeneration of the local area.</p>
<p>we farm the land in question and our home looks over the area due for development. We are arguably amongst the top most affected people in relation to this development. That said, we are not actually against it. Our main concerns are as follows:</p> <ol style="list-style-type: none"> 1. The management of high rainfall 2. The noise - i dont understand sound movement, but we can hear everything up the hill, its like a vortex 3. The impact on the view. Because we are high above the site, screening will not really improve the view for us, so the importance of ensuring the units are well designed is important to us. 4. The increase in traffic, particularly heading Doncaster way. The roads cannot cope, there are regularly accidents in Hickleton which create hold ups, the A1 itself is jammed most days as it needs widening at Doncaster. We already cant turn out of the Billingley junction onto the A635 easily due to volumes. Development such as distribution centres which require high volumes of vehicles in and out all day would make this considerably worse
<p>It is good that work, Jobs are being brought to the area BUT</p> <p>I live in the village of Marr, my garden is next to the A638 and with the present traffic I don't use it because of noise and pollution. when we first moved in about 15 years ago the traffic was acceptable but as more warehouses along the Goldthorpe bypass were built the traffic increased especially lorry's which produce a lot more exhaust fumes.</p> <p>Now it is getting so bad that you cannot cross the road safely, there is a continuous stream of lorries and cars throughout the day and night, and more noise pollution. The amount of traffic must have trebled since I first moved in so what will the traffic be like when all this is built not to mention the air quality and noise.***** 10 times as much*****</p> <p>Surely the A638 cannot carry on being subjected to even more traffic as the only road to Goldthorpe, Barnsley from this point of the A1.</p>

I cannot express enough about all this, how any one can build all the warehouses, shopping malls, new estates and only accessible by the same road from the A1 that was built years and years ago without thinking about the impact it would have on Marr, Hickleton .

How is there a bypass for Goldthorpe to support all the Masterplan but not for Marr or Hickleton ??

Is it ok for people in Marr and Hickleton to inhale the fumes and put up with the noise and air pollution. A bypass directing traffic around our villages is vital for our health. As I write this there is yet another collision on the main road outside our house. We appreciate the new speed camera's which have recently been erected but unfortunately they are not enough. Again it is not just the speed but the air pollution which will increase how far does it go until it is to late

Feedback received to masterplanning email inbox

Feedback received via the masterplanning inbox was reviewed for high-level themes and this is presented in the table below.

Organisation/name	Topics mentioned
Natural England	Consideration of designation of SSSI in the Dearne Valley. Weolcome the recognignition of the hydrological connectivity between the masterplan area and RSPB Old Moor via Carr Dike and the proposal to buffer the watercourse with semi natural habitat. Note the suggestion of SuDS and emphasise that this is likely to be important for protecting RSPB Old Moor.
The Coal Authority	Mine entries for the northern part of the site. Key consultee at planning application stage which would need to be supported by a Coal Mining Risk Assessment.
Highways England	Advise that the A1(M) AND M1 should be included within the study area. Support the active travel recommendations and need to planning applications to be supported by a Transport Assessment or Statement and Travel Plan.
Doncaster MBC Highways	Update regarding long term aspiration for the delivery of a Dearne Valley Regeneration route project. The development at ES10 will clearly increase trip generation on to the A635 exacerbating the issues the communities of Marr and Hickleton have in relation to congestion, air quality and road safety. It is therefore key that any development proposal is managed in relation to timing so that the impacts can be mitigated. We thank you for the inclusion of this consideration in the masterplan questionnaire, but wish to remain a key stakeholder in the decision of any future development such is ES10 that impact on the A635.

Yorkshire Wildlife Trust	Encouraged by commitment to retention of Carr Beck and to improve ecological value of the site by 10%. Current biodiversity information does not take into consideration the sites proximity to Old Moor RSPB wetland reserve. Suggest that Building with Nature Standards could be used on the site.
Green Lane, Scawsby and Pickburn Neighbourhood Watch	Raised concerns regarding increased traffic levels and air quality issues.
Cllr. Sprotbrough Ward, Doncaster	Masterplan Framework must include mitigation to reduced congestion and air quality measures along the A635 which affect Hickleton and Marr before large development are to take place in Goldthorpe.
Individual	Objection to masterplan. Proximity to Hermes development and implications for Hickleton & Marr and air quality
Individual	Generally in favour of proposals although concerns regarding noise and light pollution.
Individual	Lack of Transport Assessment, Traffic Plan or Trip generation to view as part of consultation Impacts on air quality Development should be reviewed to consider impacts of Hermes development and proposed housing in proximity
Individual	Concerns regarding air quality and volume of traffic
Individual	Concerns regarding air quality and volume of traffic
Individual	Wish to see a high tech science/technology hub to attract high value industry
Individual	Concern about impact of proposal on Hickleton Lack of awareness that Hermes development had already received planning permission
Individual	Raised flooding issues Regeneration is required within Goldthorpe rather than this site
Individual	Concerns regarding impact on Hickleton & Marr Council need to work together with road investors and government to push for bypass
Individual	Concerns over works to existing roundabouts and the impact of these within Billingley and speeding drivers

Detailed Responses from Parish Councils

5 March 2021

Lucie McCarthy
Spatial Planning Project Manager
Planning and Control,
Place Directorate
Barnsley MBC
PO Box 604
Barnsley
S70 9FE

Dear Lucie McCarthy,

Goldthorpe Masterplan Framework Consultation

I wish to comment upon the masterplan framework for Goldthorpe and the impact that this will have on the neighbouring borough in which I live.

Clearly, previous employment development sites along the Dearne Valley Parkway, have had a huge impact on the A635 because of the exponential growth in traffic, which has resulted in increased congestion, increased accidents and poorer air quality in the villages of [Hickleton](#) and Marr. The knock-on effect of the congestion, together with delays caused by accidents has also resulted in the minor roads around the villages of Brodsworth and [Pickburn](#) becoming 'diversion' routes for HGVs along roads ill-equipped for heavy traffic.

Any Masterplan Framework must take account of the air quality along the strategic road network. This is a crucial consideration for employment development in Goldthorpe. The air quality in [Hickleton](#) and Marr is already an Air Quality Management Zone, one of the worst in Yorkshire, before any further development takes place. The European court of justice has just ruled 'the UK has "systematically and persistently" broken legal limits on toxic air pollution for a decade, (Guardian 5.3.21). This cannot be allowed to continue. Therefore, before any further employment development takes place that has an impact on the A635, mitigation measures must be part of the framework masterplan for Goldthorpe.

To summarise, a Masterplan Framework must include mitigation measures to reduce congestion and toxic air quality along the A635 before any further development takes place in Goldthorpe.

Yours sincerely

Pamela Moorhouse (Cllr)
Brodsworth Parish Council

Spatial Planning Project Manager
Planning and Control,
Place Directorate
Barnsley MBC
PO Box 604
Barnsley
S70 9FE

Date: 7th March 2021

Goldthorpe Masterplan Framework Employment and Adjacent Housing Development Consultation

Dear Mrs McCarthy,

Marr Parish Meeting would like to fully participate in the Goldthorpe Masterplan Framework Consultation being carried out by Barnsley Council and we thank them for the invitation to respond. This was very much appreciated and this proactive approach has encouraged a belief that our resident's views were important and that they would be carefully considered.

Following our most recent Parish discussions and from residents' feedback on the two small summary documents made available to us to consultant upon. We unfortunately find there is a lack of evidence-based documents to which the Parish or its residents can respond and have, therefore, relied on DMBC's traditional data capture, SCR, historical and our own empirical evidence, as well as, more up-to-date information. It is on this basis the Marr residents have requested that I, on their behalf, use this opportunity to formally register their contribution on the proposals.

Marr Parish Meeting agreed that its response could be better conveyed through a written submission.

The Joint Rural Parishes are to submit a more detailed feedback on the Goldthorpe Masterplan Framework on our behalf and on behalf of rural communities, all of which Marr Parish Meeting fully supports and endorses.

On behalf of Marr Parish and its residents please find below our response to the above consultation process. This response reflects the views of Marr residents.

Having carefully considered the above planning proposal our unanimous response is as follows:

We do not support the Goldthorpe Masterplan Framework Employment and its adjacent Housing development plans and we strongly object to any decision to progress or deliver any or part of these proposals until the road infrastructure in Doncaster can support further regeneration or development plans from the Dearne Valley.

It is crucial that the best and permanent solution of a by-pass is needed to mitigate current impacts of high air pollution levels generated by road vehicles and congestion on the lives of our residents. A new by-pass is vital along this section of the A635 to Junction 37 to the A1m and needs to be delivered ahead of any further development.

Outlined below are the key issues and concerns of Marr Parish residents.

Air Quality

Poor Air Quality in and around the A635 and A1m is already known to both Barnsley and Doncaster Leaders and their Authorities. Documents and reports published by Doncaster Council, highlight this very real issue, including their own AQ Action Plan which states ...
Whilst measures stated will help to contribute towards compliance, we anticipate that further additional measures not yet prescribed will be required in subsequent years to achieve compliance and enable the revocation of AQMAT

Most recently as July 2020, this is further acknowledged and recognised in an 'Open Letter' from the SCR Leaders to residents of Marr and Hickleton communities.

DMBC's own submission to Barnsley Council on their proposed Local Plan, further recognises the highly polluted Air Quality along the A635 and acknowledges this to be the highest recorded polluted site within the Doncaster borough.
It has the worst Air Quality in the whole of Yorkshire and Humberside and is one of the Top 10 most polluted places in England.

Slow moving, idling and HGV diesel fumes generated from increased vehicular traffic to and from the new Barnsley developments, travelling through these Doncaster Conservation villages to access the A1m and roundabout, will only contribute to increasing air pollution levels. This will be compounded by additional traffic from nearby developments which have already gained planning approval e.g., Colossus Hermes, whose impact is yet to be assessed.

Given that air pollution levels have shown a worsening trend since 2012 and that to date, no mitigation measures have been implemented, any increase in traffic flow on the A635 and the A1(M) will have dramatic potential impacts.

Due to the close proximity of the site to the Doncaster/Barnsley boundary, development of any kind will generate more traffic and of great concern is the negative effect this will have on the health and well-being of residents adjacent to the A635. Especially our babies and young children who attend school and want to play outside, our elderly residents, commuters & residents along Barnsley Road in Scawby. This does not align itself well with societal provisions for the rights of the child.

National and Local Government are well informed of the dangers these pollutants & toxic fumes can cause and the harmful impact it inflicts on health and mental capacity of those living near to polluted transport links.

As recently as this week, articles in the media in relation to levels of nitrogen dioxide, mostly from vehicles, the European Court of Justice stated *'The UK has failed to tackle the problem in the shortest possible time, as required by law and while authorities dither and delay, people's lives are being ruined by toxic air.'*

This is not in keeping with National mandates, the SCR's or DMBC's own Cleaner Air or Green Policies, instead the proposed development will actually contribute to polluting the air even further. We do not consider this acceptable.

Further, we stress, to date - Air Quality annual assessments do not include all other pollutants. The very harmful Particulate Matter 2.5 have not been monitored. As such, additional issues may be present that require further mitigation measures which are yet to be identified in Marr and Hickleton. Measurement of these particulates is vital to establish what the current levels are and from an increase in traffic volumes, what additional impact will be expected. This needs to be conducted as soon as possible and over a reasonable time

period once traffic volumes return to normal levels after lockdown.

We maintain, it is a fundamental right of every citizen to have an expectation to breathe clean air.

We further claim, the construction of a major development in this location, conflicts directly with DMBC's own 'Green Policies', where the council is actively working to reduce its carbon footprint. This proposal is not carbon emission friendly rendered by its high reliance on motor vehicles as a mode of transport to the site and this generation of additional traffic, noise and air pollution that will impact on the people of Doncaster.

We maintain this planning proposal is not in keeping with DMBC's own green policies nor does it meet its cleaner air criteria.

We maintain, DMBC and our SY Leaders would be negligent in their obligations to the health and well-being of its citizens if they are unable to facilitate mitigation measures. It would be in direct conflict with the EU Directive on Air Quality as well as the Mandate of the Sheffield City Region to reduce NOx levels and Eliminate AQMA's across the Region.

Traffic

Marr Parish Meeting understands how vital transport links are & how they can contribute to the prosperity of the Town, combined with the need to have an infrastructure that supports growth and this is considered in our views and concerns.

As Doncaster and Barnsley grows, there will be an increasing imperative to address the congested trunk roads in the West of the Borough. We firmly believe the much-needed A635 by-pass must be a priority for delivery. It is critical to improving accessibility and connectivity to neighbouring towns and boroughs in the Sheffield City Regional Council, as well as Wakefield, which are all only accessible via the west. We still maintain that improved transport links to these boroughs and towns will lead to greater development opportunities.

Marr Parish would like to see the upgrading of these trunk roads as soon as possible to reduce traffic congestion, pollution and round-the-clock noise pollution in Hickleton, Marr and Hampole, and to improve access to Barnsley and Wakefield respectively.

We congratulate and fully appreciate the efforts and support given by all Authorities in their investigations on potential solutions to alleviate these issues, but also, in their forward thinking to future proof the road network for any future growth which may come from surrounding developments in the Dearne Valley. As part of this work, you confirmed there was a strong case to improve the A635 between the Dearne Valley and the A1m, with the study confirming a By-pass as the best solution but this might take 5 years or more for construction to commence. We congratulate the combined Authorities for financing and for the work already invested on the Strategic Outline Business Case for a By-pass, and we wish them speedy success in their endeavours to deliver the optimum By-pass solution.

DMBC and Regional Leaders are fully aware of the current traffic volumes and related issues associated with the A635 and the desperate need for this to be bypassed.

Current traffic volume levels on the A635 exceed DMBC's own road safety capacity criterion for traffic presently travelling through the villages of Marr and Hickleton and at the roundabout at junction 37 of the A1m.

DMBC's recognition of existing volume and capacity issues are referenced in its proposed Local Plan and was stressed further in its response to Barnsley Council on its emerging Local Development Plan.

However, Doncaster's ambitious growth plans, together with Barnsley's development proposals and a congested A1, will only serve to exacerbate this situation. Doncaster along with its SCR leaders must now prioritise and invest in upgrading road/transport infrastructure before they propose to deliver further development, if they are to meet expected housing growth and new employment creation needs. As a result, the A635 by-pass is now a 'need to have'.

Of grave concern is the impact major developments, including employment and housing will have, by way of attracting additional road users and thus increasing this level of traffic further, generating further congestion along this constrained section of A635.

The volume of commuters travelling to and from Doncaster to Barnsley, means that congestion directly impacts other transport routes which link into the A635, roads which are ill-equipped to cope with this volume e.g. Scawby, Barnburgh & Harlington, High Melton, Pickburn and Brodsworth. This cannot be allowed to continue.

Any increase in traffic volume will not just directly impact or be felt by the residents in our villages, but will impact surrounding roads in rural areas, including Barnsley Road and the Strategic A1m Road Network.

Major development at these locations, will directly and negatively impede traffic flow and contribute to an already congested roundabout along with access to and from the North and South bound carriageways. Currently and most especially at peak times the sheer volume of vehicular traffic grinds to a standstill on the slip roads, this in turn, contributes to increasing the volume of standing traffic along this stretch of the A1m.

Marr Parish maintain, that before the Goldthorpe Masterplan and neighbouring housing developments can even be brought forward for development, a comprehensive and robust cumulative impact assessment of recent and planned development sites and their impacts on the A635 and at Junction 37 of the A1m, needs to be carried out.

As stated in the 'Open Letter', construction is unlikely to commence before 2025 and your collective recognition that residents, understandably, need tangible solutions in the interim and that options need to include remedial measures to mitigate impacts to address immediate concerns.

Unfortunately, Marr Parish does not believe there is an appetite for Leaders to introduce Interim remedial measures to mitigate current impacts but Leaders would instead rather prefer to wait until the best solution of a By-pass can be delivered.

If this is truly the case, then when some years ago, the Sheffield City Region cited the A635 as one of the 'top 20 highways forecast to experience delays and could limit economic growth'. Marr Parish now believes, that the current levels of impacts mean that the A635 infrastructure has now reached saturation point and should now restrict economic growth.

As such, it is now imperative that no further developments that impact on the A635 are approved and that all efforts should now be focused on introducing a rapid solution to address these issues with the delivery of a By-pass.

We advocate that a further increase in vehicle traffic generated from a Major development Project such as this, will be severe and will further increase congestion on the A1(M) and A635 and negatively affect Air Quality along the A635. More especially, as nothing has been actioned in the intervening period to alleviate road traffic congestion or to reduce the air pollution attributed to transport vehicles which was clearly acknowledged 5 years ago.

Congestion along this stretch of the A1m is deemed a priority by DMBC and this too, is reflected in the proposed Local Plan for Doncaster. The Council together with Highways England are in the midst of scoping alternative solutions to expand this part of the A1m into 3 lanes to address this issue.

We note, there is no response from Highways England available to the public on these proposals.

We reiterate, this proposal will not only increase the number of vehicles to this already overly congested area but together with potentially more bus services being provided to accompany the development, pulling in and out at new bus stops is likely to impede traffic flow and contribute further to the congestion.

We consider it unsafe practice and illogical to propose developments at this location until resolution of current A1m, A635 and Barnsley road capacity, congestion and air quality issues have been adopted and implemented, as referenced by DMBC, BMBC and the SCR in the Open Letter.

We maintain, this proposal is ill-considered and there is little logic to support developments at these locations at this time. Current traffic volumes and congestion alone, should preclude these developments from being progressed, this is in alignment with DMBC's own evidenced conclusions, as referenced in DMBC's response to Barnsley Council.

Noise

In the absence of knowing who may apply for planning consent on the site, it is still an unknown who the 'end users' might be. As such, Noise pollution may be generated 24hr per day, seven days per week from this site and would only serve to have a further negative impact on Marr, Hickleton and Scawby residents, especially those residents adjacent to the A635.

Residents are already plagued by constant noise from the volume of traffic thundering through the villages, made significantly worse when said vehicles constantly hit potholes, loose grates and manhole covers.

Noise pollution is very noticeable and extremely intrusive, disrupting the peace & tranquility and sleep patterns of residents. **This is unacceptable and cannot be allowed to continue.**

No assessment has yet been carried out to measure the level of Noise Pollution or the impact this is having on our communities. We insist that this is a priority and needs to be implemented post haste. Not only is there is an urgent requirement to do so in order to assess the current level of impact but also to establish what the cumulative level of impact will increase to, from never developments.

Residences considered rural will have no let up or respite from continual noise blight associated with trading, maintaining and replenishing attributed to traffic, buses, trucks & tankers as a result.

DMBC's own response to the proposed HS2 M18/Eastern route proposal objected to similar noise invasions which would be imposed upon other Doncaster residents: communities who would experience noise blight as a result of high-speed trains running close or near to communities.

DMBC must equally apply the same considerations and objections for residents and communities who will primarily be negatively impacted by increased and continued noise blight and loss of tranquillity from these proposed developments.

We ask, that the council's same guiding principles for objecting to noise blight created by HS2, be democratically implemented across the Borough and for it to extend equally to Marr and Hickleton residents. In doing so, we ask for their support and for them to object to this development.

Employment and Road Infrastructure

We acknowledge this development could bring some much-needed employment to the borough. However, we maintain employment opportunities have not been quantified for any of the 'Options' proposed and there is no break-down of the proposed employment opportunities, whether they are part or full-time and whether they are likely to be skilled or unskilled or indeed, what the operating hours and potential shift patterns may be.

We maintain that there are no practical, sustainable and suitable road infrastructure routes which could be considered to support this major type of development. This is not only a major development but the location has the disadvantage of increasing vehicle volume to and from two major arterial road transport routes.

It would not be illogical to assume, that a site very close to the A1m location will deliver increased revenue, Barnsley Council will benefit from a stronger commercial proposition and are likely to see increased financial returns from potential developers.

However, in comparison and as a direct result, Doncaster residents who live just over the borough line, will have all the impacts of the development – 'All the Pain with No Gain'.

BMBC have already invested heavily in upgrading their road infrastructure ahead of development, so we do not consider it unreasonable to ask for this to be reciprocated.

We maintain, the development should be suspended until the road infrastructure is delivered first as this will be needed to support the development. In its current form, we advocate the developments are not sustainable.

For these reasons we strongly object to this development being brought forward until a by-pass can be delivered first.

Summary

The residents of Marr Parish have grave concerns regarding construction of another major employment development and adjacent housing development sites, just over the Borough border, in Barnsley in the Deane Valley.

Along with the confinements of its Conservation village boundary and environmental impacts that accompany this proposal.

Our very real and valid concerns and the reasons for these concerns are contained and reflected within the body of our response.

These centre around increases in air, noise pollution and congestion generated from increased traffic volumes, on an already heavily congested and constricted A635 and A1m junction and the impact, additional pollution will have on the health and well-being of residents.

We believe these proposed developments offer no positive contribution to Marr or indeed Doncaster residents. Concerns raised, align with the SCR and BMBC's Green Policies and DMBC's own criterion on its Vision, Aims and Objectives and aspirational goals contained within its emerging Local Plan.

As such, we strongly object to these developments and ask BMBC to consider our response based on the same guiding principles the Council are themselves advocating and endorsing. Measured against these principles, BMBC must uphold our objection and suspend this development until this route is upgraded and a by-pass is delivered.

For the reasons we have given, we maintain, these developments are not sustainable at the present time. However, we believe, once a permanent solution to upgrade the road infrastructure network is delivered, BMBC would be able to bring forward the proposed developments within their 15-year Local Plan period.

We are confident that such negative risks can be effectively and positively mitigated, if not in the short term but the long term, and managed if we work together to deliver a masterplan that is developed and delivered with the full support and engagement of not only the residents of Barnsley but also those of Doncaster.

Despite our differing opinions regarding the Goldthorpe Masterplan, you have our total support for a transformational programme of integrated development which can eventually be both sustainable, deliverable and have a positive and measurable impact for the residents, environment and communities in which it is located.

Marr Parish would like to be kept informed, participate in any and all future consultations and would welcome the opportunity to attend any planning meetings, with specific reference to this application.

Please accept and include this submission as our response to the consultation on the Goldthorpe Masterplan Framework Employment and adjacent Housing developments.

Yours Sincerely
Rhonda Job
Chair Marr Parish

<p>Goldthorpe Masterplan Framework</p> <p>Consultation - Response by The Joint Rural Parishes</p> <p>Background.</p> <p>The Joint Rural Parishes (JRP) which represents the rural communities to the west of Doncaster, <u>Barnburgh</u>, Harlington, High Melton, Adwick on Dearne, Cadeby, <u>Hickleton</u>, Marr, Brodsworth, <u>Pickburn</u>, Green Lane, Hooton Pagnell, Clayton, <u>Frickley</u>, Moorhouse, <u>Hampole</u>, <u>Skelbrooke</u> and <u>Sprotbrough</u> held a number of discussions & worked together to formulate a joint response to the consultation regarding the draft proposal of development "Options" of the Goldthorpe Masterplan Framework which are being considered by BMBC as part of the adopted Local Plan for Barnsley. This submission should be considered a general overview which reflects the majority opinion and key concerns of these communities. In addition, Parishes may also submit responses on issues that are more specific to their individual community.</p> <p>Detailed consideration has been given to the draft "Options" proposed, information received from participation and attendance at a recent 'Highways and Transport Topic' meeting on the 24th February 2020, the 'Planning Strategy' and the 'Masterplan Concept'. Reference is made only on the detail of the two very limited documents made available, on which the consultation is based.</p> <p>The JRP agreed that its response could be better conveyed through a written submission as not all in the rural community had the facility to reply electronically. It was also felt that the online Consultation Response Form format was unsuitable to accommodate our full contribution. We note that the terminology within the Form itself gives the impression that the Masterplan consultation is only to consider Options on how the site might be developed rather than 'should the site be developed', <u>this is in itself, is a grievous cause for concern.</u></p> <p>Further, along with a very short consultation period and lack of detailed evidence, the Council are seeking views from its electorate, <u>communities</u> and local Parish Councils on important issues, which are likely to shape and impact on its own residents and those in Doncaster for the foreseeable future. This is a near impossible task for <u>the vast majority of</u> residents and communities due to the lack of evidence provision; as no expected quantifiable employment numbers are attributed to each Option and indeed, as a result, there is no measure of expected impact from either Option.</p> <p>The Consultation does not clarify who the 'End Users' might be, nor does it provide any context, purpose or evidence in support of the benefits which can be derived from the three preferred Options put forward for selection and ultimately for deliverance. We have been informed that the adopted process, means that this is the last Public Consultation and the only opportunity for residents and communities to engage and provide feedback, prior to determination of any planning applications on land within the site. This would clearly not deliver a development Masterplan that would be suitable or sustainable, nor would it effectively represent the needs and demands of the residents and communities of Doncaster.</p>	<p>Goldthorpe Masterplan Framework</p> <p>Consultation - Response by The Joint Rural Parishes</p> <p>As this consultation is the only opportunity open to us to present our views, we include valid, time-lined evidence in our detailed response, and we apologise in advance for the length of our submission.</p> <p>The JRP also has further concerns that consultees are being required to comment on the Goldthorpe Masterplan document without access to a robust evidence base, without quantifiable targets and without clarity in certain key areas e.g.:</p> <ul style="list-style-type: none"> - there is no Traffic Plan available - there is no assessment available of local transport capacity and utilisation - there is no Traffic assessment and impact on local road infrastructure - there is no Trip Generation assessment - there is no wider Strategic Road network impact assessment available - there is no assessment of Air Quality impact - there is no assessment of Noise and Vibration impact - there is no available Road Safety assessment - there is no assessment available by Highways England of impacts on the Strategic Road Network - there is no Health assessment available - there is no available assessment of impact on Conservation villages in Doncaster <p>We concede, it is not evident but that some of this data may be available and it may be that these analyses have been fully assessed. However, they have not been made available to the public.</p> <p>Traffic Volume, Congestion, Road Network and Capacity.</p> <p>It has been well-publicised in the media that the SCR provided a grant of £7.32m, approved for road improvements along the M1 J36 Economic Growth Corridor in Goldthorpe, to deliver 73hectares of new employment land and that works have been carried out to improve three existing roundabouts, at <u>Cathill</u>, Broomhill and <u>Wath Rd</u>, with a new roundabout being created off the A635.</p> <p>We congratulate BMBC on securing significant funding to improve its road infrastructure to support its economic growth plans <u>and also</u>, for delivering these upgrades in advance of proposed development.</p>
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<p>Goldthorpe Masterplan Framework</p> <p>Consultation - Response by The Joint Rural Parishes</p> <p>However, the outcome of BMBC's aspirations and delivery of this Economic Corridor generates traffic volume and associated impact for its cross-boundary Doncaster communities. Communities who have not received match funding to mitigate impacts associated with current traffic volume along the A635 or indeed, in advance of impacts from newly proposed development.</p> <p>The Vision – 'To create a deliverable, sustainable high-quality employment site which will provide for the town and the wider Deane Valley'</p> <p>The JRP strongly object to any progression of or to any further development along the Barnsley A635 until a permanent solution of a By-Pass can be delivered or quantifiable interim remedial measures can be agreed and implemented ahead of development, to mitigate impacts. Without these, we do not consider the development can deliver its 'Vision', as it will not be deliverable or sustainable development.</p> <p>The Goldthorpe Masterplan Framework- employment ES10 and housing H551 and H544 development sites will obviously create even greater traffic congestion and air quality issues on the A635 through the Doncaster Conservation villages of <u>Hickleton</u> and Marr and negatively impact on Doncaster's Highway Network.</p> <p>Although not yet quantified, new job creation and customers attracted to the site, <u>as well as</u>, nearly 500 new homes will inevitably increase traffic volumes to and from these locations.</p> <p>We are in no position to do traffic assessments and computer modelling that could be done by consultants, but we know from our own observations that this stretch of the A635 and the A1(M)/A635 roundabout is very congested especially at peak times.</p> <p>Detailed analytical reports, traffic counters, assessments and empirical evidence all support this view and DMBC's own Traffic Modelling and Junction Assessment of Zone Trip Generation and impact of development on Doncaster's Highways Network Feb 2020, highlight further the traffic volume, capacity issues, queueing on the A635, A1m and A1m/A635 roundabout.</p> <p>The data states that 'Tempo constraints were applied to all local authorities within the SCR, apart from Doncaster' and the Zone Trips Report, shows a 651 Trip increase corresponding to 29 linked developments. The analysis suggests that nearly 60% of additional Trips are to be generated from developments outside of the Doncaster Borough, but this only demonstrates Trips generated from the listed developments and not those yet unknown <u>e.g.</u>: those from the Colossus Hermes development or those from the Goldthorpe Masterplan or its <u>neighbouring</u> two allocated housing developments.</p> <p>Although <u>fairly comprehensive</u>, but clearly not definitive in encompassing impacts from all planned development, it demonstrates, that, even <u>without development</u> the A1m/A635 roundabout Junction 37 – applying the Ratio to Flow Capacity (RFC) measurement - that 4</p>	<p>Goldthorpe Masterplan Framework</p> <p>Consultation - Response by The Joint Rural Parishes</p> <p>out of the 6 arms/lanes are either nearing or over capacity; and <u>with the listed level of development</u>, this only increases the impact and raises the RFC values higher. The report <u>states</u>, 'that the proposed mitigation measures are forecast to result in additional queueing on the A635 West approach' and further states, <u>that both the East and the West arms will be over capacity with 107% and 105% of entry degree of saturation (DoS%), with Mean Maximum Queue lengths of 62 and 72 respectively.</u></p> <p>Traffic Modelling indicates that without development, there are serious concerns for congestion at this roundabout, with some development included in the modelling and even when this includes mitigation measures, the traffic levels on A635 lanes will well-exceed capacity, increasing congestion and creating very long traffic queues.</p> <p>Without properly addressing the cumulative impact from these significant developments along the A635 corridor, the impact on the A635 and Marr roundabout is likely to be <u>severe</u>, and will increase the road traffic and congestion even further, potentially causing gridlocks in Marr and standing traffic on the A1(M) slip roads and on the A1(M) itself.</p> <p>The JRP maintain that before the Goldthorpe Masterplan and <u>neighbouring</u> housing developments can even be brought forward for development, a comprehensive and robust cumulative impact assessment of recent and planned development sites and their impacts on the A635/A1m needs to be carried out.</p> <p>This development proposes to attract more traffic to an already congested roundabout which will result in even longer queues along the A635 and A1m slip roads to the roundabout and further impacting the static and standing congestion along the A1m Strategic Road Network, creating a less safe environment for road users.</p> <p>We question, how a major development as proposed, can hope to gain approval without further consultation and without the consent of Highways England? We would also advocate that any future proposed changes to the road layout would require further wider local consultation.</p> <p>Increased congestion and increased traffic volume impacts, directly resulting from new development, cannot come as a surprise to Local Authorities or the SCR when Doncaster Council first submitted and highlighted their concerns on the A1(M) and A635 congestion and Air Quality along the A635 in its submission to Barnsley Council's Local Plan Consultation, as far back as the <u>15th Aug 2016</u>.</p> <p>The basis of this submission was <u>as a result of</u> DMBC conducting a traffic monitoring count along the A635 in <u>2014</u>, which showed a worsening congested road, rapidly approaching capacity.</p> <p>These concerns were <u>in regard to</u> BMBC's proposed Employment and Housing Development strategy to develop the 5 miles from Darfield to Goldthorpe along the A635 which would</p>
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Paragraph	Styles
<p>Goldthorpe Masterplan Framework</p> <p>Consultation - Response by The Joint Rural Parishes</p> <p>result in additional vehicles travelling along, from and to the A1(M) and the A635 to access these sites. DMBC further states; <i>'...To ensure Doncaster is involved in the assessment of future impacts on these sites and mitigations required' and it further states, '... Improve the highway network to mitigate the impact of additional traffic generated by the development on surrounding roads and in particular effects on the A635 and other strategic road links to motorways...currently strategic highway links to the motorways experience high traffic levels...'</i></p> <p>BMBC acknowledge in their own Local Plan in their Duty to Cooperate Statement – Submission Dec 2016 – page 16 when it stated: <i>'The air quality and traffic level issues at Hickleton and Marr in Doncaster arise from existing traffic' and Impact: 'Potential for increased cross boundary traffic pressures /transport air quality implications in Doncaster'.</i> And further state: <i>'Doncaster are progressing options to mitigate the issues including by-passes'.</i></p> <p>In addition, in May 2017 the Sheffield City Region also highlighted and listed the A635 as one of the <u>most congested roads within SY which is likely to impede Economic Growth</u> in their Sheffield City Region. In their Transport Prospectus they include the A635 as a <i>'Key highway corridor forecast to experience delays'.</i></p> <p>Issues of congestion on the A1m, raised by Highways England during Consultation on <u>13th Sept to 26th Oct 2018</u> to Doncaster's emerging Local Plan ... stated: <i>'HE have advised that due to current congestion and vehicle volume along this stretch of the A1(M) they advise that no development along this corridor be proposed.'</i></p> <p>I draw attention to <u>paragraph 9 of the Department for Transport's policy document – "THE STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT"</u> which is applicable to the whole strategic road network in England: <i>"... Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for the use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed. However, development should only be prevented or refused on transport grounds where residual cumulative impacts of developments are severe..."</i></p> <p>We advocate that a further increase in vehicle traffic generated from a Major development Project such as this, <u>will be severe</u> and will further increase congestion on the A1(M) and A635 and negatively affect Air Quality along the A635. More especially, as nothing has been actioned in the intervening period to alleviate road traffic congestion or to reduce the air pollution attributed to transport vehicles which was clearly acknowledged 5 years ago.</p> <p>Given that Barnsley Council has now adopted its Local Plan and Doncaster's Local Plan is nearing adoption, identified sites are no longer just a consideration but more concrete and at these stages in the Local Plan process, it should be possible to acquire accurate data with</p>	<p>Goldthorpe Masterplan Framework</p> <p>Consultation - Response by The Joint Rural Parishes</p> <p>regards to the potential impact of development aspirations. As such, we maintain, if these development plans are likely to be delivered, then any increase in volume of traffic vehicles generated by these proposals are not only critical, but material to the traffic volume increases expected along the A635 and the A1m.</p> <p>We note, this is a planning policy material consideration.</p> <p>Given, that to date, no mitigation measures have been implemented, any increase in traffic flow on the A635 and the A1(M) will have dramatic potential impacts.</p> <p>We believe there is clear evidence that Doncaster and Barnsley Councils, as well as the Sheffield City Region, are transparently aware of the current and increasing traffic congestion and poor Air Quality impacts on the A635 and the strategic road network. And based on this evidence, it is contrary to, and conflicts with, the proposed Goldthorpe and <u>neighbouring</u> developments.</p> <p>Furthermore, the existing road infrastructure to support the development corridor is totally inadequate - the A1 itself and all roads to the west of the A1 such as the A638 and the A635 are already severely congested.</p> <p>The JRP therefore does not support the proposed development corridor or any of the Options proposed.</p> <p>We consider the proposed development is wholly unacceptable as it will increase demand for the use of A635/A1m at junction 37. Historic and current evidence denotes that both are already operating at near, at or over-capacity levels and residual cumulative impacts will be severe.</p> <p>Air Quality</p> <p>The air quality, along the A635 between and the Conservation villages of Marr and <u>Hickleton</u>, as measured by DMBC, show that the villages east of the <u>Goldthorpe</u> Masterplan developments, is the worst in the Doncaster Metropolitan Borough.</p> <p>Marr, <u>Hickleton</u> and the A635 are designated Air Quality Management Areas and data from DMBC's own 2019 Air Quality Factsheet, determined the nitrogen dioxide levels to be nearly three times the legal statutory limit.</p> <p>These figures show a worsening trend since 2012.</p> <p>Friends of the Earth analysis state that this is now one of the Top 10 most polluted places in England.</p> <p>They follow this up with in a media article on <u>8th Nov 2018</u>, which states <i>'... Data supplied by</i></p>

<p>Goldthorpe Masterplan Framework</p> <p>Consultation - Response by The Joint Rural Parishes</p> <p><i>Friends of the Earth show the middle of the village (Hickleton) has the worst Air Quality in the whole of Yorkshire and Humberside...'</i></p> <p>We stress, any concerned Leader, Local or Regional Authority would be extremely shocked and embarrassed to have this 'accolade' associated with its leadership, especially as the situation is worsening on an annual basis.</p> <p>European Court of Justice has <u>this month</u> made public and, in its ruling, stated that the UK and its Local Authorities are blatantly flouting EU Guidelines on air pollution levels, stating <i>'The UK has systematically and persistently broken legal limits on toxic air pollution for a decade'.</i></p> <p>It is very well documented the negative and dramatic impact Air Pollution has on Health. Recent annual EU figures for the UK, measured 40,000 early deaths directly correlated to Air Pollution and particularly to the more dangerous health implications from 2.5 particulates.</p> <p>On <u>15th Aug 2016</u>, DMBC was so concerned about air quality <u>in the area of</u> the A1(M)/A635 that the Planning Department responded to Barnsley Council's emerging Local Plan, insisting that Barnsley Council must mitigate against further pollution associated with future developments along the A635.</p> <p>As previously stated, the dangers to health from air pollutants are well documented. In 2017 DMBC's own Senior Pollution Officer stated that <i>'... it is estimated that for Doncaster this amounts to 160 deaths brought forward per year or 1706 years of life lost each year as a result of man-made air pollution. To put this into a context: - for fatal road accidents, another cause of early death, the annual average for Doncaster 2011/2015 is 12'.</i></p> <p>Although each road fatality is without doubt, extremely tragic with some potentially avoidable, road safety and accident fatalities attribute 7.5% of related deaths compared to the much greater death rate from poisonous fumes. Yet it would appear, that intervention and investment to improve Road Safety are still <u>prioritised</u> over preventable deaths from air pollution. Breathing fresh air is not a choice, it is fundamental to life and this is unavoidable, but, increasing air pollution, is avoidable.</p> <p>Barnsley Council's Development corridor includes the Goldthorpe Masterplan and further proposals for housing and employment along a five mile stretch up to Doncaster's boundary at <u>Hickleton</u>. Development of this magnitude will increase traffic volume and congestion, along with an increase in associated air pollution along the A635 and in the villages of Marr and <u>Hickleton</u>.</p> <p><u>The EU Air Quality Directive</u>, refers to the same pollutants across a regional base. Until recently the Directive was a matter for Central Government, but is being progressively devolved to Local Authorities. DMBC stated to the PCJCC <i>'The Government Draft Air Quality</i></p>	<p>Goldthorpe Masterplan Framework</p> <p>Consultation - Response by The Joint Rural Parishes</p> <p><i>Plan for tackling nitrogen dioxide lists 75 towns and cities where DEFRA's model indicates a breach of the EU Air Quality Directive for NO2 Doncaster is on that list'.</i></p> <p>In relation to levels of nitrogen dioxide, mostly from vehicles, The European Court of Justice this month stated <i>'The UK has failed to tackle the problem in the shortest possible time, as required by law and while authorities dither and delay, people's lives are being ruined by toxic air'.</i></p> <p>The Court of Appeal upholds housing planning refusal on air quality grounds <u>Sept 2019</u>: In refusing permission, the inspector said that air quality and human health would suffer if the development were to go ahead.</p> <p>Once again, in <u>March 2021</u>, a spokeswoman for the Department of Environment, Food and Rural Affairs said <i>'The Government's 2017 NO2 plan and its 2018 supplement went further than before in requiring local authorities to assess how to bring down air pollution levels in the shortest possible time'.</i></p> <p>From the evidence, the JRP strongly believe that the EU levels and Guidelines are clear and further, the <u>UK</u> transparently holds local authorities accountable for reducing air pollution and that they are responsible for achieving this, <u>in the shortest possible time</u>.</p> <p>We consider, over the last 5 years, both Barnsley and Doncaster Councils have done their citizens and <u>neighbouring</u> citizens an enormous disservice and both have been negligent in their obligations to address on-going issues which negatively impact the health and well-being of its citizens.</p> <p>Since 2012, air pollution levels have risen, showing a worsening trend, and has not been reduced in the shortest possible time. No remedial measures have been introduced to these areas <u>in order</u> to reduce air pollution.</p> <p>In addition, for both Authorities to then advocate and openly propose to allow the delivery of the Goldthorpe Masterplan development, or indeed, to permit any development along this corridor, under these known circumstances, is a breach of our Human Rights. It is unlawful as it's in direct conflict with the EU Directive on Air Quality, is contrary to its own Green Policies, as well as the Mandate of Sheffield City Region (SCC) - to reduce <u>NOx</u> levels and Eliminate AQMA across the Region.</p> <p>The development proposal also conflicts with DMBC's policy (CS18, paragraph A2) concerning air quality and that of the National Planning Policy Framework (Section 11, paragraphs 109) concerning the severity of residual cumulative impacts on the road network.</p> <p>Nearly four years ago, the SCR strategically assessed all road transport routes across the four Authorities, identifying <u>those forecast</u> to experience delays which could limit economic</p>
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Goldthorpe Masterplan Framework

Consultation - Response by The Joint Rural Parishes

growth. Owing to the high volume of traffic and resulting congestion along the A635, this road has been cited as one of the '...top 20 highways forecast to experience delays'.

We concur with the SCR's assessment of the A635 and now believe the time has arrived where economic growth must be restricted owing to the high volumes of traffic, resulting congestion and extremely high levels of air pollution.

It is therefore difficult to believe why the Authorities themselves have not yet come to the same conclusion. Most especially, as the Authorities publicly recognised the current severity of the traffic problem in both villages and in particular the congestion and continuing air pollution problems in their Open Letter to communities on the 24th July 2020.

We congratulate and fully appreciate the efforts and support given by all Authorities in their investigations on potential solutions to alleviate these issues, but also, in their forward thinking to future proof the road network for any future growth which may come from surrounding developments in the Dearne Valley. As part of this work, you confirmed there was a strong case to improve the A635 between the Dearne Valley and the A1m, with the study confirming a By-pass as the best solution but this might take 5 years or more for construction to commence. We congratulate the combined Authorities for financing and for the work already invested on the Strategic Outline Business Case for a By-pass, and we wish them speedy success in their endeavours to deliver the optimum By-Pass solution.

Although your letter fails to acknowledge the public health concerns regarding continuous exposure to high levels of air pollution or pedestrian road safety concerns for both children and elderly, we were heartened by your commitment to introduce interim remedial measures to mitigate these impacts. As you state, until the best solution can be adopted, you appreciate and understand that residents expect tangible solutions sooner rather than later and that DMBC local highways will look at introducing interim remedial measures which would seek to mitigate current congestion and air pollution levels.

Following a Joint Response on behalf of Marr and Hickleton residents in Oct 2020 to the Open Letter, suggesting interim remedial measures for consideration, there appears to be little to no appetite from DMBC to action or implement any measures to even address the current congestion and air pollution levels, let alone the increased levels that can be expected from development from recently approved planning applications.

Since there is no definitive timetable for the bypass, interim measures are essential in order to address the health and safety concerns that residents face daily, so we ask you once again to review our suggestions and for you to recommend which measures should be implemented based on which are most likely to deliver the greatest benefits in reducing congestion and air pollution.

Despite monitoring high concentrations of NOx levels nothing specific has been proposed or implemented to tackle the problem which is directly linked to the volume of traffic on A635.

Goldthorpe Masterplan Framework

Consultation - Response by The Joint Rural Parishes

There are many houses with elderly/vulnerable people and young families that live close to the road; the bus stops where residents are exposed to the highest levels of harmful particulates (PM 10 and PM 2.5) CO/CO2 and NOx, and incessant road noise/vibrations from HGVs in particular.

Due to the health risks associated with Air Pollution from road vehicles, the JRP believe DMBC must give urgent priority to develop and implement a coherent Air Pollution strategy for both villages. It has a duty of care regarding public health of all its citizens irrespective of economic payback.

Although NOx levels have been monitored for many years, measuring the levels of the more toxic and harmful particulates have not yet been assessed. It is vital to establish what the current levels are and what impact current traffic volumes are having on the health and lives of residents.

The JRP believe it is imperative that measurement of these more harmful particulates be conducted as soon as possible. A reasonable time period (min 6months) will need to be determined to establish current particulate levels experienced by residents. For true and accurate assessment of impacts, obviously, this cannot begin and be conducted until COVID-19 travel restrictions and the final lockdown period is over, otherwise the data would not reflect the real impacts associated with traditional traffic volume levels.

In the absence of interim remedial measures to mitigate against current levels of congestion and air pollution, it is entirely unreasonable for all three Authorities to recognise and publicly acknowledge that these issues exist but then to consciously continue to make planning decisions which they know will only exacerbate an already serious situation.

It is on this basis, and for the reasons documented, along with, the overwhelming evidence alluded to in this submission, the JRP on balance, overwhelmingly object to any of the Goldthorpe Masterplan Developments being delivered until a permanent solution can be delivered to overcome the issues of congestion and air pollution.

We maintain, there are no circumstances to justify one community being poisoned and, in this case, further poisoned, so another community can benefit. And as such, we do not consider any further development along this corridor to be sustainable until these issues can be fully addressed.

Authorities who consciously progress a development scheme, in full knowledge that the impacts of such a scheme will exacerbate an already intolerable situation, can be nothing short of reckless and a breach of statutory duty, an act where those in authority should be held accountable.

Noise, Vibrations and Infrastructure

Goldthorpe Masterplan Framework

Consultation - Response by The Joint Rural Parishes

The JRP understand how vital transport links are and how they can contribute to the prosperity of the Borough and in keeping with Northern Powerhouse proposals which suggest that by being readily interconnected to our regional partners would be an advantage for all.

Currently all the trunk roads on the west side of the Borough are congested and are in use 24/7 by HGVs eg the A635 and the A638. The JRP would like to see the upgrading of these trunk roads to reduce traffic congestion, pollution and round-the-clock noise in Hickleton, Marr and Hampton and to improve access to Barnsley and Wakefield respectively. A view widely held by 73% of residents who agreed in their response to DMBC's Local Plan consultation - "Greater emphasis should be given to managing traffic movements to reduce accidents and improve air quality".

Barnsley's ambitious employment growth plans, when combined with the thousands of new homes projected to be built within the vicinity of the A635, the resultant increase in vehicles along this route will have a further detrimental and devastating impact not only on the environment but on the lives and physical and mental health of residents living in these two communities.

The Doncaster section of the A635 is not of the same grade or road specification compared to the Barnsley side, in that it is not fit for purpose; current HGV weights and traffic volumes have damaged the fabric of the road and its underlying structure causing the road to be uneven and multiple deep cracks to appear, creating large and numerous potholes, loosening grates, bursting Main Water pipes along with pavements and kerbs sinking in several places.

The current traffic volume alone generates high noise levels but this is further exacerbated when wagons and vehicles are constantly hitting pothole, loose grates and manhole covers, creating massive vibrations which have shaken tiles off of people's homes who live adjacent to the road. Most recently three separate instances have been related to us, where businessmen in vans travelling at 30mph through Hickleton have hit large surface potholes and their integral vehicle safety features have 'switched off their engines' believing that the impact was so great, that they were all in vehicle collisions.

The wear and tear upon the highway is forever increasing, the constant volume and weight of vehicles, not only destroys the surface but the constant eroding damage is making it unstable and as a consequence, it is also increasing and inflicting damage that is being done to the fabric and life of both villages.

Due to the constant noise levels and vibrations, the JRP believe it is imperative that a Noise Survey be conducted as soon as possible. A reasonable time period (min 6months) will need to be determined to establish current noise and vibrations levels experienced by residents. For true and accurate assessment of impacts, obviously, this cannot begin and be conducted until COVID-19 travel restrictions and the final lockdown period is over, otherwise the data would not reflect the real impacts associated with traditional traffic volume levels.

Goldthorpe Masterplan Framework

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We advocate, the current road infrastructure does not meet the required standard or specification to support current traffic volumes, vehicles generated by new development will only contribute in making a dire situation, even worse. For this reason, the JRP maintain the Goldthorpe Masterplan Framework and associated housing developments cannot be considered Sustainable.

In our very strong opinion, every citizen has a 'Duty of Care', businesses and employers are held to greater levels of 'Duty of Care' and understandably, Local Councils are held to an even higher standard of 'Duty of Care' and have a positive duty to act.

We respectfully ask, when applying your 'Duty of Care' to the residents of Hickleton and Marr, you conclude, that in carrying out that Duty, you find that the Goldthorpe Masterplan Framework Development breaches their inaugural Human Rights to breath clean air and a right to sleep.

Transport

In the DfT circular 02/2013, entitled The Strategic Road Network and the Delivery of Sustainable Development, it states that the Highways Agency will work with local authorities and developers to identify opportunities to introduce travel plan measures that will support sustainable transport choice. The circular states that Plans should be robust in preparation and implementation in promoting sustainable modes of transport.

As the consultation provides no information on planning applications or who the 'end users' might be, there is also an absence of Transport and Travel Plans to review, with only some provision of possible and limited information on transport within the Masterplan Framework documents.

From this limited provision, the Masterplan appears to seek to encourage sustainable travel and encourages employees to use public transport to the site.

The JRP would support such an initiative and advocate for the promotion of alternative modes of transport to the site but, it has concerns regarding the lack of detail on which to comment on eg Are additional bus services being proposed to the site?

We have some grave concerns regarding the promotion of the Goldthorpe train station as an alternative mode of transport and if this can justifiably be considered sustainable. In that: -

- the station is some distance away from the site, with a suggested walking time of 20/25mins. We ask, is it reasonable to expect a large number of employees to actually do this twice daily, perhaps in the dark or in all weathers?
- Is the current one train service per hour sufficient and will it be in keeping with potential shift patterns?

Goldthorpe Masterplan Framework Consultation - Response by The Joint Rural Parishes	Goldthorpe Masterplan Framework Consultation - Response by The Joint Rural Parishes
<ul style="list-style-type: none"> Will the journey times increase and will train connectivity decrease and will additional train changes be needed to reach the Goldthorpe station as a destination? We <u>ask</u> since the SCR and NP rail schemes propose to introduce tram/train services on this rail route. Will accessibility to train services from the site decrease and will the distance to walk to the station increase? We ask, as SCR and NPR propose to open a new Parkway train station at <u>Thurnscoe</u>, with a suggestion that both the existing Goldthorpe and <u>Thurnscoe</u> train stations will close. When this happens, will the new train station be within walking distance from the site? <p>For these reasons, the JRP believe, no promotion of train services should form part of the Masterplans Transport Plan as presently, it cannot be considered sustainable.</p> <p>Cycling along the A 635, the only means of access to the site, which has no dedicated cycle paths, it is a single-lane road in both directions along which more than 20,000 vehicles travel per day, is extremely hazardous. It is unrealistic to assume that employees will risk their health and well-being by travelling by bicycle without additional safeguards.</p> <p>A similar case can be made for walking. There are no footpaths along the A635 from the Doncaster side to the site, and it is highly unlikely that pedestrians would walk along the A635 from east of the site, as this would require navigating across the two slip roads of the A1M and the Marr roundabout.</p> <p>Again, the JRP have grave concerns that only a very few employees are likely to cycle or walk to the site and promoting these on sustainability grounds and for inclusion in its Travel Plan, could only be very limited at best.</p> <p>In our very strong view, it is therefore not inconceivable that the unknown but anticipated number of employees, clients, <u>customers</u> and residents will not be able to make use of public transport because of the limited service which cannot match employment hours, nor does it cover a potential 24hr operating period.</p> <p>Our very major concerns are that, with very little <u>to</u>/no offer in alternative modes of transport to the site, every single person will be heavily reliant on motor vehicles as a mode of transport, a need that will require them to utilise the A635 and local road network.</p> <p>In conclusion, on this basis, any Transport Plan, while suggesting sustainable modes of transport, does little to meet those objectives, and is therefore, unsustainable.</p> <p>Summary</p> <p>The JRP thank you for the opportunity to respond to the Goldthorpe Masterplan Framework and for the Authorities support in assisting with the delivery of a By-Pass, the optimum solution to fully mitigate the current issues of traffic congestion and the impacts on health</p>	<p>from air pollution, noise pollution and vibrations from the A635 through Marr and <u>Hickleton</u>.</p> <p>We have robustly documented why we strongly believe that the structure of the A635 is fundamentally unsuitable and why the current road infrastructure cannot support any increases in traffic volume, generated <u>as a result of</u> new development.</p> <p>In addition, we have detailed how current traffic levels impact on the health and lives of our residents, and that with development, this brings with it impacts that will further worsen an area with already poor air quality due to higher volumes of traffic and greater traffic congestion in the area.</p> <p>You have stated that you have conducted your own assessment and in doing this, you acknowledge that this needs to be resolved and go further, by openly announcing this publicly.</p> <p>We stress how imperative it is that interim remedial measures are implemented to mitigate and reduce current worsening levels of impact.</p> <p>We highlight which areas we believe the Goldthorpe Masterplan Framework conflicts with National Planning and other Policies and breaches EU Regulations.</p> <p>We challenge the viability and the delivery of effective Travel Plans that may be proposed for the Masterplan.</p> <p>And on balance, we overwhelmingly object to any of the development being delivered, as it is not sustainable.</p> <p>We are in full agreement, that development should be suspended until a permanent solution of a By-Pass has been delivered.</p> <p>As such, once the By-Pass is delivered, we can see no reason why Barnsley Council would not be able to still bring forward the development and for this to be delivered within its 15-year Local Plan.</p> <p>In conclusion, to do otherwise would be to act in bad faith. Not wishing to be adversarial but if, as a Public body you knowingly and willingly act in a manner with the <u>realisation</u> that your actions are likely to cause loss or harm to others and although that act may be legal, it is performed in a way that harms others, may be considered Misfeasance.</p> <p>Signed: Mrs Rhonda Job Chairperson - Joint Rural Parishes Church Lane, Marr, Doncaster, DNS</p> <p>Date: 7th March 2021</p>

Response to consultation themes

Feedback themes	BMBC response
Opposed to the development and building out of the site	<p>Opposition to the development and building out of the site is noted.</p> <p>The principle for development was established through the Local Plan site allocation process. When the Local Plan was being examined, it was agreed that for some of the larger, strategic sites it was necessary to prepare Masterplan Frameworks to make sure that sites could be developed in a comprehensive manner, taking into account all of the infrastructure requirements.</p> <p>The Masterplan Framework is a strategic document that sits beneath the Local Plan and will inform future planning applications. It is not a planning application. Planning applications will be prepared and consulted upon before any further development comes forward on the site. The Masterplan Framework should be read in conjunction with the adopted Local Plan and the Supplementary Planning Documents.</p>
Impact on existing green landscape	<p>The Masterplan Framework requires that as much of the existing green infrastructure as possible is retained, including the species rich trees and hedgerows present on the site. Additionally, the Masterplan Framework requires the enhancement of existing features surrounding Carr Dike to ensure</p>

	that a green habitat corridor runs through the site to allow wildlife to move through the site.
Impact on wildlife in the proposed site and surroundings	The Masterplan includes an accessible landscape and ecology buffer between Carr Dike and proposed development and between development and the Green Belt which aims to minimise the impact. Planting will also be required to the edges of the site close to residential areas and educational facilities. Any planting will include native seed mixes. Developers will be required to achieve a 10% increase in Biodiversity Net Gain, which ensures that there will be an increase in the quality of habitats.
Impact on local road network and traffic	The principle for development was established through the Local Plan, and as part of the Local Plan process, traffic modelling was completed to confirm the potential traffic impact. In developing the Masterplan Framework, further traffic modelling has not been undertaken but as part of any planning application that comes forward, there will be a requirement to look at traffic in much more detail through a Transport Assessment. The development will result in an impact on traffic, but the Masterplan provides options to encourage journeys, local trips in particular, by sustainable modes such as walking and cycling. The Masterplan provides high quality pedestrian and cycle routes, aiming to reduce the number of journeys by car. When future planning applications are submitted for the site, BMBC will require the submission of a Transport Assessment which will assess the implications of the development on the highway network. Junctions that see 30 or more additional two-way trips as a result of the proposed development in either the am or pm peak hour will require a full operational assessment to be carried out. Any necessary highways improvements will be secured where necessary as part of the approvals process. Additionally, work will be done with SYPT and bus operators to improve bus services to the site and wider Dearne area. Work is ongoing with Doncaster Council to ensure that a joined up approach is undertaken to highways improvements and progression with a business case for a bypass for Hickleton and Marr.
Impact on air quality	The principle for development was established through the Local Plan process. In developing the Masterplan Framework, air quality modelling has not been undertaken. Ongoing dialogue has been undertaken with Doncaster Council throughout this process. Air quality assessment and mitigation will be required with forthcoming planning applications and the scope of these documents will need to be agreed with both Barnsley and Doncaster Councils. It is envisaged that highways improvements within

	both the Barnsley and Doncaster networks will be required to alleviate some of the air quality issues.
Impact on existing residential areas and school buildings	Careful consideration will be given to the relationship between proposed employment units and existing residential and school buildings. Future planning applications should include relevant assessments to demonstrate an acceptable level of residential amenity and consider appropriate mitigation measures, including landscape buffers.

4 Conclusion

In total, 25 questionnaires were received with additional feedback received via the masterplanning inbox. The approach taken to the consultation process has aimed to be transparent, inclusive and comprehensive. Residents were notified of the consultation in advance of it going live and further site notices were placed around Bolton upon Dearne and Goldthorpe to raise awareness. Online Q&A sessions were publicised throughout the six week consultation period.

The findings from these questionnaires have been fed into the next stage of Masterplan Framework development to reflect the views given. Following this consultation, it is recommended to continue with development of the Masterplan Framework, working towards Council approval and final publication of the Masterplan Framework.

Appendix A

Letter Invite

**BARNSELY**
Metropolitan Borough Council


Planning & Building Control Service
Development Management
Westgate Plaza
PO Box 634, Barnsley, S70 9GG
Head of Service: Joe Jenkinson

My Ref: Goldthorpe MF Consultation
Your Ref:
Date: 15 January 2021
Enquiries to: Lucie McCarthy
Direct Dial: 01226 773555
Email: masterplanning@barnsley.gov.uk

Goldthorpe Masterplan Framework Public Consultation

Dear resident,

I am writing to notify you of a consultation regarding a Masterplan Framework covering an area of land known as Goldthorpe ES10 to the south of Deane Valley Parkway.



PO Box 634, Barnsley, South Yorkshire S70 9GG

CUSTOMER
SERVICE
EXCELLENCE

The site has been allocated for development within the Local Plan and can accommodate 72.9 hectares of employment land which will create new jobs. The Local Plan requires a Masterplan Framework to make sure it is properly planned and that all impacts of the development are considered.

Given that the land is allocated for employment use in the Local Plan, the consultation is not about whether or not the site should be developed – it is about what sort of framework should be in place, against which planning applications would then be assessed.

We recognise that people will be concerned with the current Coronavirus (COVID-19) crisis, but the Government has been clear that it expects the planning process to continue to assist with economic recovery. Therefore, we are proceeding with a public consultation to give local residents and businesses the chance to influence the content of the Masterplan Framework and comment on the various options.

The consultation will open for six weeks from Monday 25 January at 10am. The deadline for receiving comments is Monday 8 March at 6pm.

There is an online questionnaire that will allow you to share your views. As part of the consultation, we will be holding virtual drop-in sessions where you will have the chance to question the people involved in producing the draft framework.

You can find the consultation documents and virtual drop-in sessions at barnsley.gov.uk/goldthorpe.


If you have difficulties accessing the information, please email masterplanning@barnsley.gov.uk to let us know. If you have no access to email or the internet, please contact 01226 773555.

Yours sincerely,

Lucie McCarthy

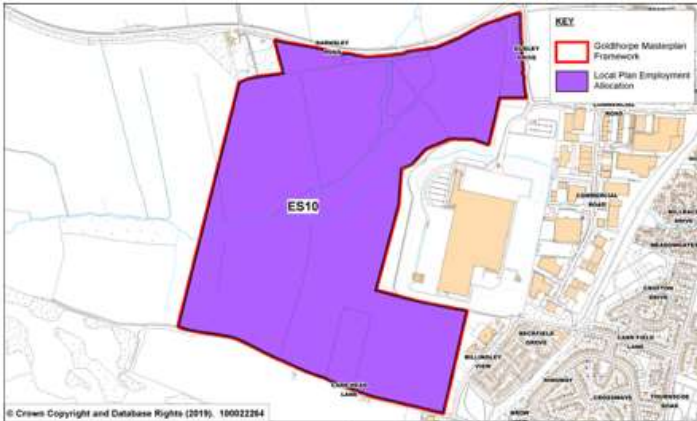
Spatial Planning Project Manager

Site notice



Goldthorpe Masterplan Framework Public Consultation

Following the adoption of the Local Plan on 3 January 2019, Barnsley Council have prepared a draft Masterplan Framework for site ES10.



Details of the draft Masterplan Framework will be available to view online at barnsley.gov.uk/goldthorpe from Monday 25 January from 10am.

How to engage:

- Please complete the online questionnaire at barnsley.gov.uk/goldthorpe
- Please follow Barnsley Council on Facebook and Twitter for information about upcoming Q&A sessions

If you require assistance filling in the questionnaire, require a hard copy, or have language and/or disability access needs, please contact Barnsley Council on 01226 773555 or email masterplanning@barnsley.gov.uk.

The information you provide will only be used for the purposes of this consultation. Your views are welcomed and will be considered in preparing the final draft of the Masterplan Framework for adoption by Full Council. The data submitted will be held securely in accordance with General Data Protection Regulation (GDPR).

The deadline for receiving comments is Monday 8 March, 5pm.

Special Notice in Barnsley Chronicle

BARNSELY METROPOLITAN BOROUGH COUNCIL

SPECIAL NOTICE

GOLDTHORPE MASTERPLAN FRAMEWORK CONSULTATION

Following the adoption of the Local Plan on 3 January 2019, Barnsley Council have prepared a draft Masterplan Framework for site ES10, land south of Dearne Valley Parkway. This includes around 72.9 hectares of employment land and supporting infrastructure.

- Details of the draft Masterplan Framework will be available to view online at barnsley.gov.uk/goldthorpe from Monday 25 January, 10am.

How to engage:

- Please complete the online questionnaire at barnsley.gov.uk/goldthorpe
- Please follow Barnsley Council on Facebook and Twitter for information about upcoming Q&A sessions

If you require assistance filling in the questionnaire, require a hard copy, have language /or disability access needs, please contact Barnsley Council on 01226 773555 or email masterplanning@barnsley.gov.uk

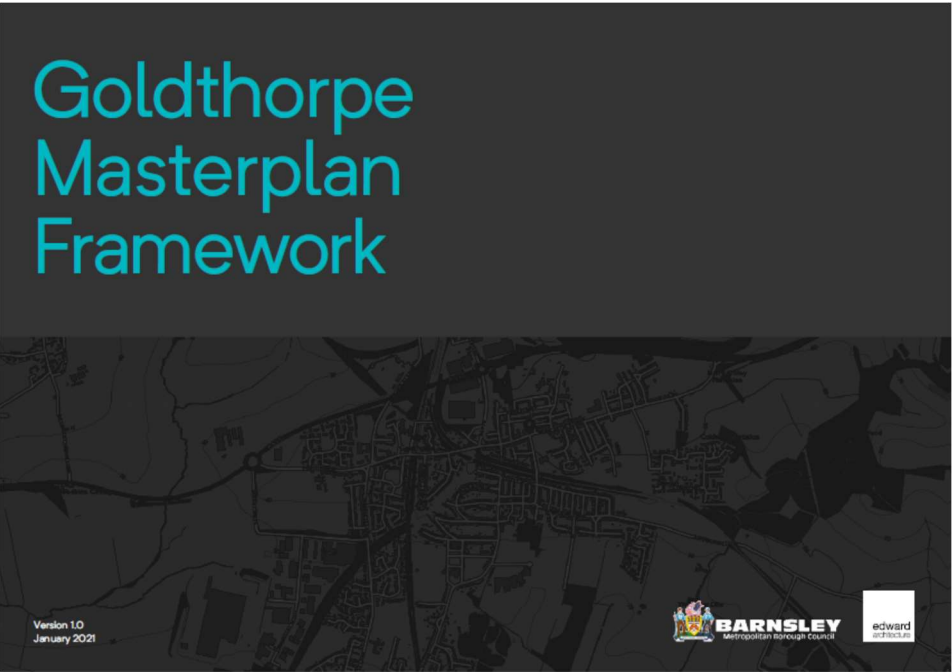
The information you provide will only be used for the purposes of this consultation. Your views are welcomed and will be considered in preparing the final draft of the Masterplan Framework for adoption by Full Council. The data submitted will be held securely in accordance with General Data Protection Regulation (GDPR).

The consultation will open for six weeks from Monday 25 January at 10am. The deadline for receiving comments is Monday 8 March at 5pm.

Joe Jenkinson
Head of Planning & Building Control
PO Box 634
Barnsley
S70 9GG



Appendix B Copy of consultation material



Vision

To create a deliverable, sustainable, high-quality employment site which will provide for the town and the wider Dearne Valley.

The employment site, local plan site reference ES10, is located off the A635 west of Goldthorpe. The Goldthorpe industrial estate is situated to the east and the RSPB Old Moor Wetlands Reserve to the south.

An attractive and high-quality employment-led development will be delivered on the 73 hectare site, comprising of offices, research and development and industrial uses in Class E.

The redevelopment of this site provides an opportunity to deliver a high-quality employment site, whilst responding positively to the surrounding environment. By respecting the site and its surroundings, the site will be set within green infrastructure and will aim to embrace low carbon and energy usage.

Goldthorpe Masterplan Framework



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Who is involved?

Barnsley Council have worked in collaboration with Edward Architecture and Savills, landowners and land agents.

Consultation is ongoing with all the landowners and land agents who have land interests that fall within the Masterplan Framework site boundary, and joint working and consultation is ongoing with Doncaster Metropolitan Borough Council given the close proximity of the Local authority boundary.

The site is located west of the A1(M) and east of the M1 motorway.

The site itself contains arable farmland, with a network of hedgerows and ditches running through it. Areas of plantation woodland are present along the northern boundary with Barnsley Road, while more mature broadleaved woodland is present on long stretches of Carr Dike, which flows through the centre of the site.

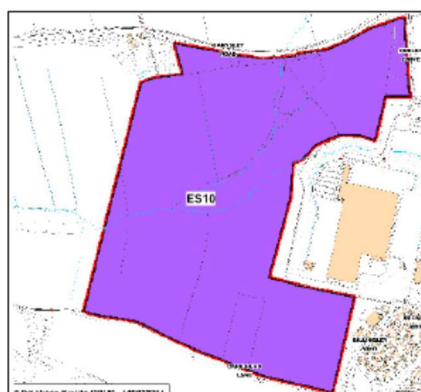
The site also neighbours two allocated housing sites HS651 to the south, and HS44 to the east.

Site allocation		
Site reference	Site area	Proposed use
ES10	72.9ha	Employment: Business, General Industry and Storage and Distribution
Neighbouring site allocations		
HS51 (access to site from ES10)	14.8ha	279 dwellings
HS44	9.0ha	194 dwellings

Masterplan Framework area

The Goldthorpe Masterplan Framework site covers local plan site reference ES10 and is located off the A635 west of the settlement of Goldthorpe.

The site is bordered to the east by both Goldthorpe Industrial Estate and residential properties within Goldthorpe and Bolton Upon Dearne. The site's north boundary borders the A635 with arable land and the village of Billingley to the north. The RSPB Old Moor Wetlands Reserve is to the south. To the west of the site, arable land extends to the A6195 south of Cathill roundabout.



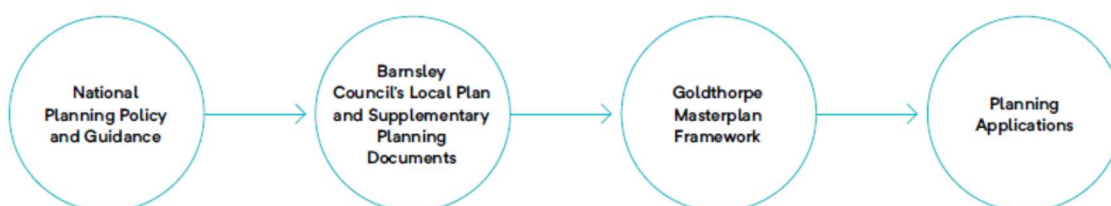
You can find more information about site ES10 on Barnsley's Local Plan [here](#).



Goldthorpe Masterplan Framework

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What is a Masterplan Framework and why is it required?



Each council is required by government to produce a development plan. The Barnsley Local Plan was adopted by the council in January 2019. The Masterplan Framework is a strategic document that sits beneath the Local Plan and will inform future planning applications.

It is a requirement that a number of larger allocated sites need to be supported by a Masterplan Framework approved by the council. Looking at large allocations in this way, rather than on a site-by-site basis, makes sure we can make the best use of sites and secure sustainable and inclusive growth, reflecting each of our corporate priorities.

The Masterplan Framework consultation allows residents and stakeholders to be involved and provide feedback on site specific draft plans and key issues that haven't been resolved through the Local Plan processes.

- For example, these issues could include:
- Landscape character
 - Biodiversity
 - Heritage and archaeology
 - Conservation area
 - Land contamination and ground stability
 - Flood risk and drainage
 - Sustainable transport and active travel

This feedback will be reviewed and considered when drawing up the final Masterplan Framework. The Masterplan Framework will need to be approved by Cabinet before the determination of any planning applications within the masterplan area. Technical work is currently ongoing that will help to shape the Masterplan Framework and its requirements.

Goldthorpe Masterplan Framework

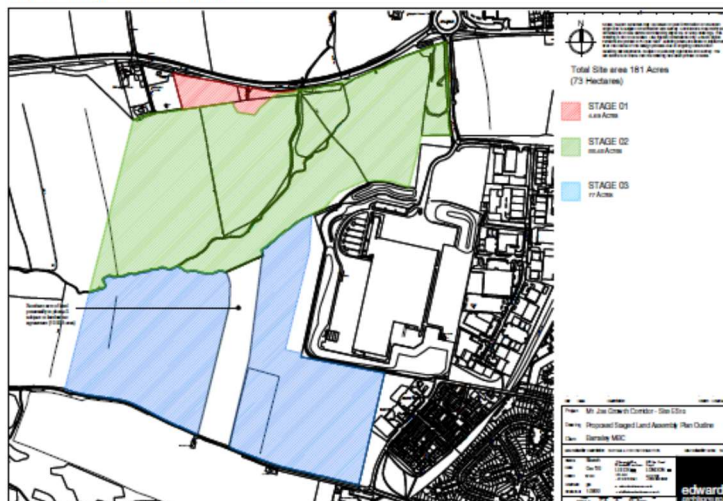
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Land ownership

There are a number of different landowners within the masterplan site. Negotiations have been ongoing with landowners during the development of the Masterplan Framework.

A land assembly strategy is being developed to assist in bringing the site forwards. The map below shows how the Masterplan Framework site could be brought forward in a phased manner.

Proposed Staged Land Assembly Plan:



Goldthorpe Masterplan Framework

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Neighbouring properties and uses

There will be design considerations to reduce the impact that the development will have on the surrounding landscape which includes residential properties to north west of site, Heather Garth Primary Academy, Lacewood Primary School and the residential development on Billingley View.

In order to integrate employment development among residential properties, the planning will consider adequate separation distances with appropriate boundary treatments to prevent loss of privacy and clearly define the boundaries between character areas.

Local facilities

There are a range of local facilities and amenities within a 5 and 10 minute walk of the site (400m and 800m respectively). The centre of Goldthorpe is approximately 1.7km away to the east of the site which is approximately a 25 minute walk. The site is well served by public transport and Goldthorpe train station is approximately a 20-minute walk from the site.

Within the 10 minute walking catchment area, future employees would have access to Aldi supermarket and other facilities within Goldthorpe.

Public transport

Bus

The A635 (Barnsley Road) is a key bus route connecting the new employment land with Barnsley, Rotherham and Doncaster town centres, as well as smaller centres such as Grimethorpe and Goldthorpe.

Bus Stop	Distance from site	Servicing
Billingley, Billingley Green Lane	0.15km	X19, 208, 218, 218a
Highgate, Dudley Drive	0.5km	X19, 208, 218, 218a
Darfield, Balkley Lane	1.53km	X19, 208, 218, 218a

Train

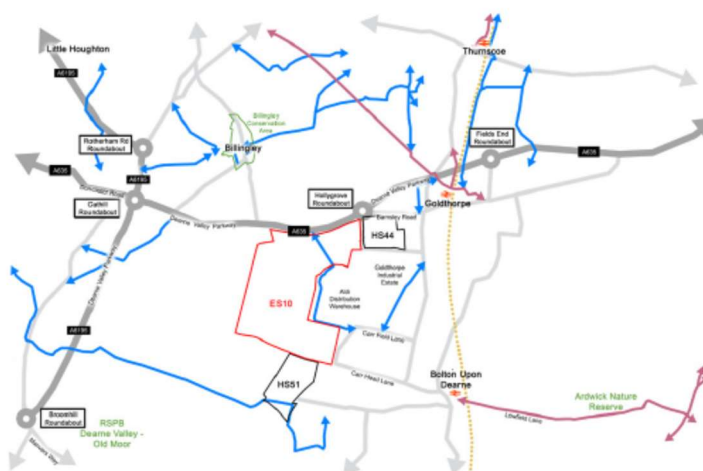
Goldthorpe Rail Station is located approximately 2km east of the site. Operating on the Wakefield Line, it provides hourly rail services between Leeds and Sheffield from Monday to Saturday, with a reduced service on Sunday. This allows people to travel to and from the site via rail as part of a combined journey.

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.

Growth corridor, links, paths, roads:



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Technical considerations

Landscape character

The character of the existing landscape has been altered over the years as a result of mining activity. The site landscape comprises farmland. The proposed development will result in a loss of open farmland and a change in character. The loss of existing landscape features will be mitigated through significant new native planting. Proposed wide planting belts will help to visually screen development at the north west and southern boundaries. The site falls within the Dearne Valley Green Heart Nature Improvement Area which includes parts of Barnsley, Doncaster and Rotherham boroughs.

Growth corridor natural environment



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Biodiversity

The site is crossed by Carr Dike which enters the site close to the centre of the north boundary and exits mid-way down the site's western boundary. Bordering Carr Dike is broadleaved semi-natural woodland, plantation woodland and sections of species poor grassland.

A network of hedges within the site area include a mix of species rich and species poor. Some hedgerows are intact whilst others are defunct, however, this network provides a measure of ecological connectivity through the site away from Carr Dike.

By retaining Carr Dike, this will minimise potential impacts downstream for other Dearne Valley nature sites. It is recommended that a 10m buffer to comprise semi-natural habitat is established between Carr Dike and the new development.

Further considerations may include:

- a sustainable drainage system
- green roofs
- an ecologically sensitive lighting scheme
- new hedgerow planting and infilling of boundary hedgerows
- integrated bird nesting and bat roosting opportunities in new buildings

As part of the Local Plan process, a number of ecological surveys were undertaken which indicated that the site was attractive to golden plover. Over the winter months of 2019/2020, golden plover surveys and assessments were undertaken. The survey work was a follow up to original surveys completed in 2014.

The results conclude that the habitats on site are not critical to the local wintering golden plover populations within the Dearne Valley. A Preliminary Ecological Assessment Report (June 2020) has been completed on the site by Middleton Bell Ecology and the remaining surveys are progressing to completion before a full ecological impact assessment report is completed. The Masterplan Framework will look to retain as many areas of significant ecological value as possible.

At the planning application stage, a number of protected species surveys will be carried out to protect species.

The Masterplan Framework aims to improve the current ecological value of the site by 10%. This may be achieved through the creation of new habitats and features. However, some off-site measures may also be an option to improve local wildlife sites around Goldthorpe.

Due to the intended development of the site, some vegetation will need to be removed. However, any vegetation lost will be replaced and enhanced by incorporating blocks of native tree planting and new hedgerows. As part of the Masterplan Framework, the scheme will:

- Retain the existing woodland and hedgerows on the site's boundary;
- Retain the section of hedgerow remaining in the north-west corner of the site

We will continue to work with key stakeholders including the RSPB, Natural England; Dearne Valley Green Heart Partnerships and the Yorkshire Wildlife Trust.

Heritage and archaeology

An archaeological assessment of the site highlighted that archaeological remains are likely to be present within the southern part of the site.

It is recommended by both Barnsley Council and the South Yorkshire Archaeology Service (SYAS) that further archaeological reports should be commissioned at the earliest opportunity to help clarify the nature of the expected archaeological remains and their sensitivities.

This work will help inform the layout and design of the development within the site.

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Conservation area

Billingley Conservation Area lies approximately 1km to the north west of the masterplan site. The village sits on the crest of a hill that lies between Darfield to the west and Thurnscoe to the east. Billingley was developed as a small farming village with two main farms located within a small community of workers, cottages and farmhouses, most likely existing from the medieval period onwards. The village is one of a few in the area that was not subject to major expansion and development during the growth of the mining industry in the late 19th and 20th centuries. Due to the position of the village, views are available in almost every direction out of the village. The Masterplan Framework will seek to safeguard the setting of the Billingley Conservation area while supporting the development of the site.

Land contamination and ground stability

South Yorkshire Mining Advisory Service have advised that the northern 20% of the site is largely made of fill material associated with the backfilling of the former opencast coal operations in this area. Small sections in the extreme north and north east (which have not been opencast) will pose some risk for shallow historic mining void migration. Future development in these areas will require suitable site investigation works to ensure sound stability for development in those specific areas.

Approximately 80% of the south is shown to lie on natural bedrock of either shales, mudstones or the Mexborough Rock Sandstone of the middle coal measures. Very few issues are anticipated over this section of the land as little former land uses other than agriculture is known.

The Coal Authority are a key consultee for any future proposed development for the masterplan site.

Flood risk assessment

Carr Dike and a connecting unnamed watercourse run through the site. The north west of the site falls within Flood Zones 2 and 3, therefore development will be carefully designed to ensure that building footprints do not enter into this area. However, servicing areas and car parking would be suitable uses. A flood risk assessment will be required as part of any planning applications along with a detailed drainage strategy for the site.

Improvements to the drainage of the site include the creation of a habitat corridor along Carr Dike as well as sustainable drainage solutions. This will ensure that rainwater falling on the site is still able to drain into the Dike which would also improve water quality.

A drainage strategy is currently being developed as part of the Masterplan Framework. This will also consider flood risk both within the site and within the immediate locality.

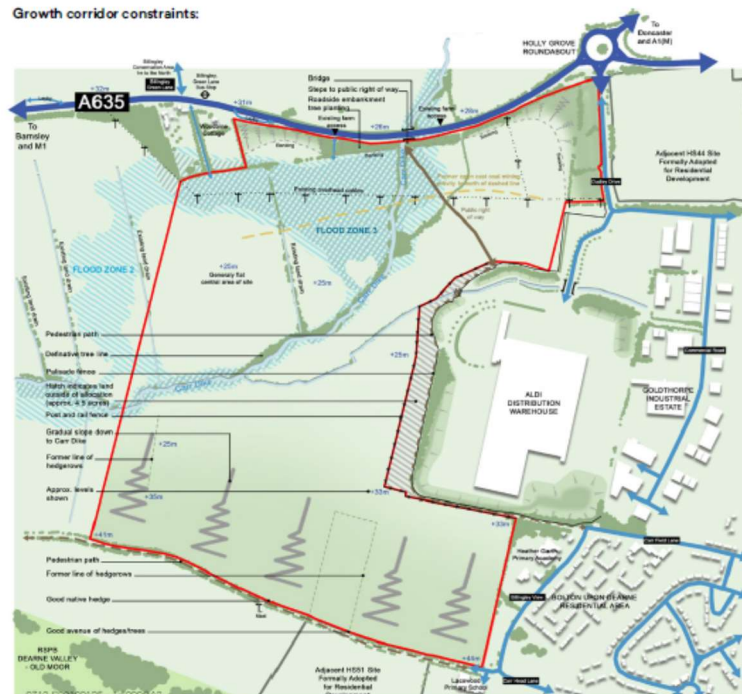
Air quality

The construction and operational phase air quality impacts of the proposed development will be fully assessed.

Site constraints

- Sloping valley site
- Affected by flood zones 2 and 3
- Ecology and trees around Carr Dike and tributaries (8 meter minimum required)
- Road side trees to A635
- Overhead cables
- Former mining activity
- Views from Billingley Conservation Area 1 mile to the north
- Views from existing and proposed housing developments
- Long distant views north west and south
- RSPB Deane Valley, Old Moor to south-west
- Don't affect the openness of the adjacent greenbelt, to the north, west and south of site
- Don't negatively affect the residential amenity of adjacent future housing sites

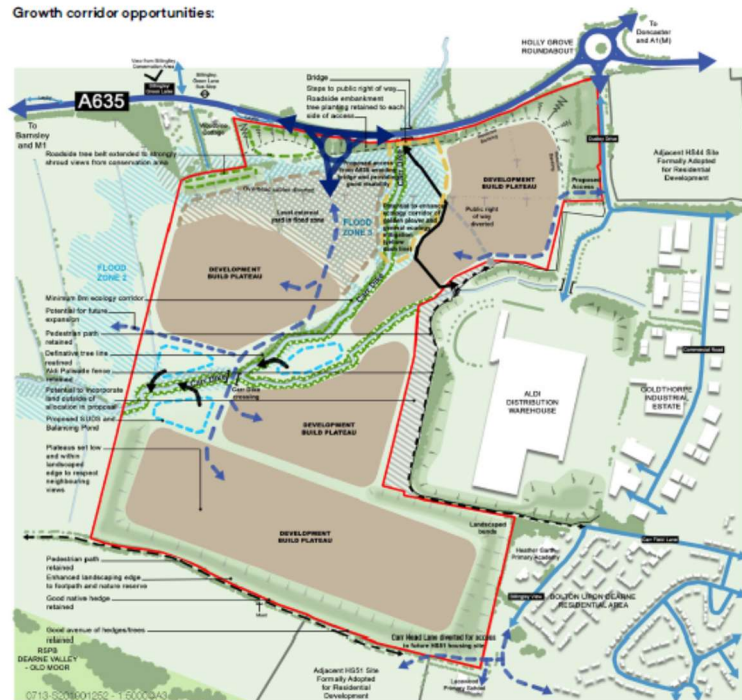
Growth corridor constraints:



Site opportunities

- Natural site split around Carr Dike ecology corridors
- Large level development plateaus achievable with 'cut and fill' and bunding
- New roundabout access from A635 serving north, west and southern sections
- Access from Dudley Drive serving north-east section
- Opportunity to extend and improve A635 roadside tree belt either side of access
- Levels, bunding and treescape mitigate views from Billingley Conservation Area to north
- Enhance ecology areas and wetland drainage
- Opportunities to enhance agricultural conditions on retained fields attractive to golden plover
- Provision for access to adjacent site HS51
- Current highway improvements facilitate 168,000sq.m employment floor space

Growth corridor opportunities:



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Design considerations: Movement and transport

Access

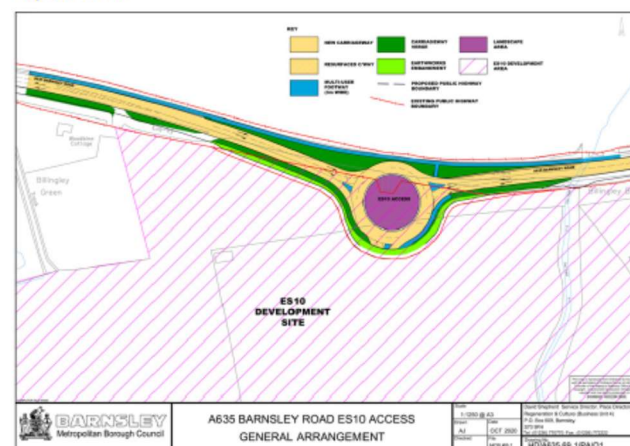
Access into the site will be taken from a proposed new roundabout on the A635 which would be the main entry point to the development. A secondary access could be taken from Dudley Drive to allow access into the plots to the north east. The site is also required to provide access into the residential allocation HS51. It is expected that this would be provided within the south east corner of the site taken from Billingley View.

Accessibility

In addition to the bus services on the A635, the site has the ability to be accessible by public transport with existing stops on Billingley View in the southeast corner. Therefore, it will be important to ensure that high-quality pedestrian routes are provided to link in with this existing bus route, which provides an hourly service between Barnsley and Rotherham.

In addition, Goldthorpe Railway Station is around 1.2km from the site and could be accessed from Dudley Drive on the eastern boundary. It will therefore be important to allow pedestrian access along this frontage.

Proposed access:



The residential areas within Bolton upon Deame and Goldthorpe are both within a 2km walking distance of the site. It will be important to ensure access along the eastern boundary of the site to maximise the opportunity for sustainable travel to and from the site.

A series of highway works are being completed off site to allow the impact of the development to be accommodated within the existing road network: barnsley.gov.uk/m1-junction-36

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Public transport provision

Barnsley Bus Partnership will be consulted throughout the development of the Masterplan Framework to establish the preferred means of the site being served by public transport.

It is envisaged that direct, safe and attractive walking routes to bus stops will be provided to encourage the use of public transport for residents, employees and visitors. At the planning applications stage, developers will be required to submit Travel Plans which set out how sustainable travel measures will be implemented, monitored and reviewed over an agreed period.

Impact on the road network

Although every effort will be made to minimise private car usage by providing necessary active travel and public transport infrastructure and promoting measures to encourage staff not to use their cars, it is recognised that an employment site of this scale will inevitably increase traffic on the road network. Partly in recognition of this, the capacity of roundabouts to the east of the site (Cathill, Broomhill and Wath Road roundabouts) is currently being enhanced. This represents the latest in a series of infrastructure investments over recent decades that have helped improve accessibility to and from the Dearne Valley to encourage job creation and new homes within and around the former mining settlements.

Future planning applications relating to the masterplan site will need to be supported by a Transport Assessment or Transport Statement and Travel Plan in order to determine the transport implications of the development proposal by all modes of transport. This process enables the highways and transport impacts of the development to be fully assessed, and a package of measures developed that mitigate the impact of the development providing target levels for walking, cycling and public transport usage. The measures and mode share travel targets agreed during the planning process will be secured by the council through planning condition and/or legal agreement between the applicant and council. This will provide for the monitoring of the travel plan towards achieving the set targets together with remedial measures that will need to be taken if travel plan targets are not achieved during a set period of time.

Bypasses for the villages of Hickleton and Marc, within the borough of Doncaster, also remain an aspiration with work ongoing to develop a business case aimed at secure funding, which would then enable a planning application to be prepared. Given that traffic generated from this site would likely increase traffic volumes on the A635, the Council is working closely with Doncaster Metropolitan Borough Council and Sheffield City Region to support their work on the business case.

We are also striving to gain a consensus on how delivery of this site could be phased, particularly as it is allocated for employment use and that job creation is paramount given the impact of the pandemic. We are therefore interested in your views as to how we might control the phasing of development within the Masterplan Framework.

Transition to Zero Carbon

As part of the Masterplan Framework, an energy strategy will be developed. All built development will be designed to aid the transition to a Zero Carbon borough by 2045, in line with Barnsley's Zero45 ambition. The design of the development will be future proofed by:

- Optimising the form and orientation of buildings to maximise opportunities for natural daylight and solar technologies
- Prioritising fabric energy efficiency and air tightness to reduce energy demand
- Where possible, moving away from fossil fuels and install heat pumps (ground or air source)
- Installing active Electric Vehicle charging points in accordance with the requirements of the council's Sustainable Travel Supplementary Planning Document, or as a consequence of an agreed electric vehicle charge point strategy
- Assess the feasibility for solar panels and green roofs
- Monitoring energy consumption in line with Barnsley Council's Sustainable Energy Action Plan
- Assess the feasibility of battery storage or provide the appropriate connections and space for future connections, to reduce peak demand
- Reduce embodied carbon, by using less material, recycled aggregates and steel, and design for flexibility, adaptability and disassembly

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The concept masterplan

Designs help to create a sense of place and distinctive built environment and are critical to the success of the Masterplan Framework. Future detailed design will consider the arrangement of buildings and positioning of landscaping.

As shown on the emerging masterplan, the employment elements of the Masterplan Framework will be split down into plots of varying sizes. The below illustrations provide examples of how the site could be developed with different employment opportunities. The three plans show a range of different size units, which would attract a variety of end users.

- Option 1:
Warehousing and distribution use
- Option 2:
Mix of plot sizes
- Option 3:
Business park style

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Option 3:
Business park style



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Planning strategy

The adopted Barnsley Local Plan sets out that Masterplan Frameworks should be adopted prior to the determination of any planning applications on land within the site. The Masterplan Framework will be a material consideration in the determination of subsequent planning applications.

Timeline

Six week Public Consultation period:
25 January to 8 March 2021

Adoption of Masterplan Framework:
Summer 2021

Next steps

The Masterplan Framework will continue to evolve incorporating technical work as it becomes available. This public consultation is an opportunity for the local community and key stakeholders to provide important feedback on the Masterplan Framework themes and to help shape the final document.

For all the latest on the Goldthorpe West Masterplan Framework, including details of how you can submit your comments, please visit:
barnsley.gov.uk/Goldthorpe

Equality Impact Assessment

Goldthorpe Masterplan Framework

Stage 1 Details of the proposal

Name of service	Place
Directorate	Culture and Housing
Name of officer responsible for EIA	Lucie McCarthy
Name of senior sponsor	Joe Jenkinson
Description / purpose of proposal	Development of Goldthorpe Masterplan Framework and 6 week public consultation period to be undertaken to allow feedback to inform the design and content into the final masterplan framework to inform future development within this site allocation.
Date EIA started	23/12/19
Assessment Review date	01/02/2020

Stage 2 - About the proposal

What is being proposed?	As part of the development of the Masterplan framework, BMBC held a 6 week public consultation. The consultation period included dedicated webpages on the council website, consultation materials online questionnaire and monitoring form, online consultation events with paper copy information and questionnaires and monitoring forms offering the opportunity to speak to the consultants and council officers. Due to the current COVID restrictions consultation sessions will have to be undertaken online. However, for those who do not wish to participate in this manner, telephone call slots will be offered.
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We have now completed the key milestones in the masterplan process and EIA's have been completed at appropriate points in time.

Why is the proposal required?

The Barnsley Local Plan was adopted in January 2019 and provides local planning policy to 2033. Some of the site allocations require the production of a Masterplan Framework. When completed, the masterplan framework should be robust enough to clearly influence and coordinate future planning applications, conditions and Section 106/Section 278 obligations. A public consultation exercise is important as it enables the existing community to be included in development future housing plans for the area.

What will this proposal mean for customers?

The customer will now have a document that supplements the local plan and provides guidance on development etc and following feedback is easy to understand. The development will be inclusive and builds in the necessary considerations to enable access for all.

Stage 3 - Preliminary screening process

Use the Preliminary screening questions (found in the guidance) to decide whether a full EIA is required

☒ Yes - EIA required (go to next section)

☐ No – EIA not required (provide rationale below including name of E&I Officer consulted with)

Stage 4 - Scoping exercise - What do we know?

Data: Generic demographics

What generic data do you know?

For Dearne South, over 98% of the population is white. 0.9% of households have no people with English as a main language. 99.5% of the ward are Christian. The masterplan framework also falls within the Darfield ward. 98% of the population are white. 1.5% of households contain someone who does not have English as a main language. Christianity is the most popular religion.

Data: Service data / feedback
What equalities knowledge do you already know about the service/location/policy/contract?

Data: Previous / similar EIA's
Has there already been an EIA on all or part of this before, or something related? If so, what were the main issues and actions it identified?
EIA's have been undertaken during the Hoyland North Masterplan Framework and Barnsley West Masterplan Framework, which were both adopted in December 2019 by the Council. EIA's have been completed for the Hoyland West Masterplan Framework, which was adopted September 2020 and the Hoyland South Masterplan framework which is also in the Rockingham Ward and adopted November 2020. EIA's have also been started for the Carlton and Royston Masterplan Frameworks which are currently in preparation.

Data: Formal consultation
What information has been gathered from formal consultation?
<p>We asked the following equality, diversity and inclusion questions to help us better understand the impact of the changes:</p> <ol style="list-style-type: none"> 1. <i>Do you agree with the vision of the Masterplan Framework which seeks to create a sustainable and inclusive community with high quality design and landscaping?</i> 2. <i>The draft Masterplan Framework proposes a variety of employment uses for the site. What employment uses do you think that the development should provide? Please tick all that apply.</i> 3. <i>Local Plan policy ES10 requires creating a habitat corridor of at least 8m in width along Carr Dike and a sustainable drainage scheme to ensure that rainwater falling on the site can to drain into the Dike which aims to improve water quality. -Do you consider there are any circumstances where this requirement could be relaxed?</i> 4. <i>What do you consider to be the most important for guiding the design of the new development? Please tick all that apply.</i> <p>To help answer these questions we did the following things (e.g. service user or staff consultation, data analysis, research etc):</p> <ol style="list-style-type: none"> 1. Present the vision within the public consultation questionnaire, quantify the number of respondents that answer: Yes, No, Don't know 2. Present the options for potential employment uses within the masterplan framework consultation: Office space, starter units, manufacturing & general, industrial uses, storage/distribution, other 3. Present the habitat corridor and ecological benefits alongside the potential for drainage options within the site factually without influencing responses. 4. Present a number of options that are considered practical and could

be used to influence the design of new development within this area: Maintaining and Considering local buildings as examples of design, creating views of important buildings and landmarks, Sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain), High-quality outdoor space with a clear distinction between public and private space, Water management included within the site, Clear routes for pedestrians, cyclists and motorists, Providing adequate parking, other

Stage 5 - Potential impact on different groups

Considering the evidence above, state the likely impact the proposal will have on people with different protected characteristics

(state if negative impact is substantial and highlight with **red text**)

Negative (and potentially positive) impacts identified will need to form part of your action plan.

Protected characteristic	Negative ' - '	Positive ' + '	No impact	Don't know	Details
Sex			x		It is not anticipated that the proposals would impact on gender.
Age				x	Consultation responses will be monitored as a wide range of response is hoped for.
Disabled <i>Learning disability, Physical disability, Sensory Impairment, Deaf People, invisible illness, Mental Health etc</i>				x	Consultation responses received from people with a disability will be monitored.
Race				x	Consultation responses will be monitored against the baseline demographics to ensure that we reach all members of the community.
Religion & Belief			x		
Sexual orientation			x		
Gender Reassignment			x		
Marriage /			x		

civil partnership		N/A			
Pregnancy / maternity			x		

Other groups you may want to consider					
	Negative	Positive	No impact	Don't know	Details
Ex services				x	The creation of employment opportunities may be welcomed.
Lower socio-economic		x			The proposals within the masterplan framework include employment opportunities which may be welcomed by groups within the community.
Other ...					

Stage 6 - BMBC Minimum access standards

If the proposal relates to the delivery of a new service, please refer to the Customer minimum access standards self-assessment (found at)

If not, move to Stage 7.

Please use the action plan to ensure that reasonable adjustments for disabled people.

Not yet live

- ☐ The proposal will meet the minimum access standards.
- ☐ The proposal will not meet the minimum access standards. –provide rationale below.

Stage 7 – Action plan

To improve your knowledge about the equality impact . . .

Actions could include: community engagement with affected groups, analysis of performance data, service equality monitoring, stakeholder focus group etc.

Action we will take:	Lead Officer	Completion date
Community engagement with groups that are underrepresented within consultation responses – this will be established through monitoring responses weekly	Lucie McCarthy	Community engagement team were unable to offer support due to COVID-19 resourcing issues. All community groups that were known of

		were informed of the consultation. Dearne Valley Area Team were also notified and shared the consultation with their groups. 25/01/2021
Consider consultation events having longer sessions to ensure that as many people as possible can attend eg outside of work hours	Lucie McCarthy	<p>Consultation events were held online and over the telephone for those without internet access/unsure of the technology. These were held on a variety of days and times to maximise attendance. A Council Officer was available via telephone and email during office hours throughout the consultation.</p> <p>The online consultation sessions ran from 09/02/2021-26/02/2021</p>
Offer information in different formats on request	Lucie McCarthy	25/01/2021 – 08/03/2021
Ensure all physical locations hosting information are accessible – ensure the one copy of the information is in large format	Lucie McCarthy	<p>Due to current COVID lockdown restrictions, it was not possible to leave hard copy information at locations. Contact details on publicity material to request alternative versions.</p> <p>25/01/2021 – 08/03/2021</p>
Requests for hard copy information	Lucie McCarthy	<p>Due to COVID-19 post delivery was slower, Last copies were delivered prior to the closure of the consultation.</p>

		25/01/2021 – 08/03/2021
Clarity over the masterplan framework proposals	Lucie McCarthy	A contact number was available to discuss the plans with an officer. Telephone appointments were offered when accessing the information was difficult. 25/01/2021 – 08/03/2021

To improve or mitigate the equality impact . . .

Actions could include: altering the policy to protect affected group, limiting scope of proposed change, reviewing actual impact in future, phasing-in changes over period of time, monitor service provider performance indicators, etc.

Action we will take:	Lead Officer	Completion date
Increase social media presence if responses from younger age categories are low	Lucie McCarthy	Social media was used extensively throughout the consultation period. Pushed social media posts were also used to increase awareness of the consultation. 25/01/2021 – 08/03/2021
Encourage households without English as a main language to contribute through targeted sessions	Lucie McCarthy	All materials provided contact details to request the information in alternative formats. 25/01/2021 – 08/03/2021

To meet the minimum access standards . . .(if relevant)

Actions could include: running focus group with disability forum, amend tender specification, amend

business plan to request extra 'accessibility' funding, produce separate MAS action plan, etc.

Action we will take	Completion date
<div style="position: relative; height: 100px;"> <div style="position: absolute; top: 0; left: 0; width: 100%; height: 100%; background: white; border: 1px solid black; transform: rotate(-10deg); transform-origin: center; z-index: 10;"> <p style="color: red; font-weight: bold; font-size: 24px; margin: 0;">Not yet live</p> </div> </div>	

Stage 8 – Assessment findings

Please summarise how different protected groups are likely to be affected

Summary of equality impact

By ensuring that the consultation exercise is available to as many people as possible, in a variety of formats, it is envisaged that the impact on protected groups will be minimal.

Sex – The majority of male respondents agree with the masterplan framework vision. They would prefer to see manufacturing and general industrial uses, office space and starter units within the proposed site. The majority do not think that there should be a relaxation of policy ES10 regarding Carr Dike. Regarding the build, they think that the following principles are important, maintaining and creating views of important buildings and landmarks, sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain), water management included within the site, clear routes for pedestrians, cyclists and motorists.

Female – the majority of female respondents agree with the masterplan framework vision. They would wish to see end uses include office space, starter units and manufacturing and general industrial. The majority do not agree with a relaxation of policy ES10 surrounding Carr Dike. Regarding the build, respondents feel that the following principles are important, sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain), water management included within the site, clear routes for pedestrians, cyclists and motorists. A number of other comments were also made including, comments included noise and sound pollution, maintain habitats, reduce pollution & increase air quality, traffic congestion and public transport, keep it green.

Disability – One respondent identified as having a disability. They answered don't know asked if they supported the masterplan framework vision. They would like to see the development comprise office space. The respondent is unsure if they agree with the relaxation of ES10 policy relaxation surrounding Carr Dike. Regarding the principles of development they would wish to see Sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation

	<p>levels, orientate buildings to maximise solar gain) and high-quality outdoor space with a clear distinction between public and private space.</p> <p>Ethnicity – Feedback from BME people was not present in those that identified their ethnicity. It is anticipated that this is a result of the level of ethnic diversity in the area.</p> <p>Age – The lowest support came from those within the 35—44 age range. It is anticipated that there is perhaps a misconception that resistance to the overall vision of the masterplan framework will stop development.</p>
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Summary of next steps	<p>The consultation was successful in its aim of making the community aware of the masterplan framework proposals albeit with a small number of respondents. The consultation received 23 completed surveys which is far lower than Hoyland West (113) which was consulted on during summer 2020 Hoyland South (79) which was also out to consultation over summer 2020. This masterplan framework has not been as controversial as the other sites and with the need for job creation within the Dearne, it is believed that this has contributed to the lower feedback.</p> <p>The masterplan framework is overall supported, although where this is not supported this appears to be from the principle of developing the site not being supported, rather than the content of the masterplan framework. Therefore, a section will be included in the Masterplan Framework which confirms that the sites have been allocated in the Local Plan and that this vision relates to the Masterplan Framework.</p>
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Signature (officer responsible for EIA) Date	Lucie McCarthy 22/07/21
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**** EIA now complete ****

Stage 9 – Assessment Review

(This is the post implementation review of the EIA based on date in Stage 1 if applicable)

What information did you obtain and what does that tell us about equality of outcomes for different groups?

Do you agree with the Masterplan Framework's vision, which seeks to create a sustainable and inclusive employment development with high-quality design and landscaping?

Gender:
 13 male respondents - Yes x7, No x3, Don't know x3 (one respondent had ticked yes and know – as there was no explanation, for consistency this has been interpreted as a Don't know response).

9 female respondents – Yes x5, No x3, Don't know x1
Prefer not to say – Yes x3, No x0, Don't know x0

Age:

25-34 – Yes x0, No x0, Don't know x2
35-44 – Yes x0, No x3, Don't know x0
45-54 – Yes x4, No x0, Don't know x0
55-60 – Yes, x0, No x0, Don't know x1 (this response was ticked as yes and no, so interpreted as a don't know)
60-64 – Yes x3, No x3, Don't know x0
65+ - Yes x5, No x0, Don't know x1

Prefer not to say – Yesx3, No x0, Don't know x0

Disability

Yes, a little – Yes x0, No x0, Don't know 1
Yes, a lot – Yes x0, No x0, Don't know x0
No – Yes x9, No x5, Don't know x3 (including one response ticked as yes and no, so interpreted as a Don't know)

Prefer not to say – Yes x6, No x1, Don't know x0

Ethnicity

British, English, Northern Irish, Scottish, Welsh – Yes x 11, No x6, Don't know x4

Prefer not to say – Yes x4, No x0, Don't know x0

The draft Masterplan Framework proposes a variety of employment uses for the site. What employment uses do you think that the development should provide? Please tick all that apply.

Gender

Male respondents –
Office space x6
Starter units x5
Manufacturing and general industrial uses x8
Storage/distribution x3
Other x4 (No development x4 and High tech development park x1)

Female

Office Space x5
Starter units x4
Manufacturing and general industrial uses x3

Storage/distribution x 1
Other x3 (No development x2 and mix uses x1)

Prefer not to say
Office space
Starter units x2
Manufacturing and general industrial uses x1
Storage/distribution
Other x1 (smaller units x1)

Age

25-34
Office space x1
Starter units
Manufacturing and general industrial uses
Storage/distribution
Other x1

35-44

Office space x1
Starter units x1
Manufacturing and general industrial uses
Storage/distribution
Other x2 (no development x2)

45-54

Office space x3
Starter units x1
Manufacturing and general industrial uses x2
Storage/distribution x2
Other x1 (blank x1)

55-60

Office space x1
Starter units x1
Manufacturing and general industrial uses x1
Storage/distribution
Other

55-64

Office space x1
Starter units x1
Manufacturing and general industrial uses x3
Storage/distribution x2
Other x3 (no development x3)

65+

Office space x4

Starter units x4

Manufacturing and general industrial uses x5

Storage/distribution

Other x2 (high tech uses x1, mixed uses x1)

Blank

Office space

Starter units x1

Manufacturing and general industrial uses x1

Storage/distribution

Other x2 (small scale uses x1, blank x1)

Disability

Yes, a little

Office space x1

Starter units

Manufacturing and general industrial uses

Storage/distribution

Other

No

Office space x8

Starter units x8

Manufacturing and general industrial uses x9

Storage/distribution x4

Other x7 (no development x5, high tech x1, mixed uses x1)

Prefer not to say

Office space x2

Starter units x2

Manufacturing and general industrial uses x3

Storage/distribution x

Other x4 (no development x1, blank response x2, small scale light industrial x1)

Ethnicity

British, English, Northern Irish, Scottish and Welsh

Office space x10

Starter units x10

Manufacturing and general industrial uses x10

Storage/distribution x4

Other x8 (no development x6, blank response x2, high tech x1, mixed uses x1)

Prefer not to say

Office space x1
Starter units x2
Manufacturing and general industrial uses x2
Storage/distribution x0
Other x2 (blank response x1, small light industrial x1)

Local Plan policy ES10 requires creating a habitat corridor of at least 8m in width along Carr Dike and a sustainable drainage scheme to ensure that rainwater falling on the site can to drain into the Dike which aims to improve water quality. -Do you consider there are any circumstances where this requirement could be relaxed?

Gender

Male respondents: Yes x0, No x10, Don't know x2, Blank x1)
Female: Yes x2, No x5, Don't know x2)
Prefer not to say: Yes x0, No x2, Don't know x0, Blank x1)

Age:

25-34: Yes x0, No x2, Don't know x0
35-44: Yes x1, No x2, Don't know x0
45-54: Yes x1, No x2, Don't know x1
55-60: Yes x0, No x0, Don't know x0, Blank x1
55-64: Yes x0, No x5, Don't know x1
65+: Yes x0, No x4, Don't know x2
Prefer not to say: Yes x0, No x2, Don't know x0, Blank x1

Disability

Yes, a little: Yes x0, No x1, Don't know x1
No: Yes x1, No x12, Don't know x3, Blank x1
Prefer not to say: Yes x1, No x4, Don't know x1, Blank x1

Ethnicity

British, English, Northern Irish, Scottish, Welsh: Yes x2, No x14, Don't know x4, Blank x1
Prefer not to say: Yes x0, No x3, Don't know x0, Blank x0

**What do you consider to be the most important for guiding the design of the new development?
Please tick all that apply.**

Maintaining and creating views of important buildings and landmarks
Considering local buildings as examples of design
Sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain)
High-quality outdoor space with a clear distinction between public and private space
Water management included within the site
Clear routes for pedestrians, cyclists and motorists
Providing adequate parking
Other (please state)

Gender:

Male -

Maintaining and creating views of important buildings and landmarks x7

Considering local buildings as examples of design x5

Sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain) x6

High-quality outdoor space with a clear distinction between public and private space x5

Water management included within the site x6

Clear routes for pedestrians, cyclists and motorists x9

Providing adequate parking x3

Other (please state) x6

(comments included no development should take place, site should address anti-social issues, sustainable & zeron carbon development, high quality design with access to countryside, pollution levels, fresh air and low key noise)

Female –

Maintaining and creating views of important buildings and landmarks x3

Considering local buildings as examples of design x2

Sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain) x7

High-quality outdoor space with a clear distinction between public and private space x4

Water management included within the site x5

Clear routes for pedestrians, cyclists and motorists x5

Providing adequate parking x2

Other (please state) x7

(comments included noise and sound pollution, maintain habitats, reduce pollution & increase air quality, traffic congestion and public transport, keep it green)

Prefer not to say –

Maintaining and creating views of important buildings and landmarks x1

Considering local buildings as examples of design

Sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain) x1

High-quality outdoor space with a clear distinction between public and private space

Water management included within the site

Clear routes for pedestrians, cyclists and motorists x2

Providing adequate parking x2

Other (please state) x1 (screening and light pollution concerns)

Blank x1

Age:

	25-34	35-44	45-54	55-60	55-64	65+	Prefer not to say
Maintaining and creating views of important buildings and landmarks		1	2	1	4	2	1
Considering local buildings as examples of design		1	1	1	1	3	
Sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain)	1	2	3	1	1	5	1
High-quality outdoor space with a clear distinction between public and private space	1		3	1	1	3	1
Water management included within the site		2	3	1	2	3	
Clear routes for pedestrians, cyclists and motorists		1	3	1	3	6	2
Providing adequate parking			1	1		3	2
Other (please state):	1(noise and sound)	3 (maintain habitats, keep it green, light pollution)	2 (antisocial issues, traffic congestion)	1 (fresh air low noise)	3 (no development, sustainable & zero carbon, low pollution)	1 (high quality)	1 (screening)

Disability

	Yes, a little	Yes, a lot	No	Prefer not to say
Maintaining and creating views of important buildings and landmarks		0	8	3
Considering local buildings as examples of design		0	7	1
Sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain)	1	0	11	2
High-quality outdoor space with a clear distinction between public and private space	1	0	7	2
Water management included within the site		0	10	1
Clear routes for pedestrians, cyclists and motorists		0	12	4
Providing adequate parking		0	4	3
Other (please state):	1(noise and sound)	0	8 (antisocial issues, sustainable & zero emissions, high quality development, habitats, pollution levels, keep it green, noise & light pollution, fresh air)	3(no development/ Traffic congestion/ screening)

Ethnicity

	British, English, Northern Irish, Scottish, Welsh	Prefer not to say
Maintaining and creating views of important buildings and landmarks	9	2
Considering local buildings as examples of design	7	0
Sustainable design and construction incorporating low carbon and renewable technology (Use local materials, good design, solar panels, high insulation levels, orientate buildings to maximise solar gain)	13	1
High-quality outdoor space with a clear distinction between public and private space	9	1
Water management included within the site	11	0
Clear routes for pedestrians, cyclists and motorists	13	3
Providing adequate parking	5	2
Other (please state):	10 (noise pollution, no development, address antisocial issues, sustainable & zero carbon, high quality development, maintain habitats, pollution levels, traffic congestion, keep it green)	1 (screening)

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BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

**REPORT OF THE EXECUTIVE DIRECTOR PLACE
TO CABINET ON 22 SEPTEMBER 2021**

Public or private: Public

GRASS CUTTING BRIEFING

1. PURPOSE OF REPORT

- 1.1 To note the recent service changes that have been made to improve the overall quality of grass cutting across the borough and to support the proposed development of the service for 2022 onwards; to improve the grass cutting service whilst simultaneously focus on our biodiversity levels.

2. RECOMMENDATIONS

- 2.1 To support the continued review the grass cutting and weed killing management regime currently in place.
- 2.2 To work with Area Councils and key internal and external stakeholders to develop plans of how managed grass areas can be improved, whilst simultaneously identify and set out areas where rewilding and wildflower management regimes can be introduced.
- 2.3 To work more closely with Area Councils to improve service transparency by providing greater levels of service information to allow better coordination and a better customer experience.

3. INTRODUCTION

- 3.1 Our mobile grass team currently cut circa. 6,500,000M² of grass on an 18-day cycle which was reduced in July 2021 from a 21-day cycle. Albeit this year we have experienced both a difficult and challenging climate which initially stunted the grass and weed growth through May and early June, whilst accelerated growth rates in the warmer conditions of late June and July. An added factor to this has been the continual demand on the service to support waste and recycling teams through the pandemic and successive waves of staff infections and isolations. The reduction in the cutting days was made possible by taking on additional resources at a cost of £110,000 per year.

- 3.2 In June 2021, an Assistant Service Manager was appointed to oversee the grass cutting function and has had a positive impact on the service delivery and performance. At the time of appointing the ASM, the grass team were cutting at an average of 23 days on the 21-day cycle, currently the team are now cutting at an average of 17 days on the 18-day cycle.
- 3.3 In recent years, through for example the 2030 engagement work, we are witnessing a growing and welcome understanding of climate change and the importance of improving our green spaces and biodiversity. Research to support this paper has shown that many local authorities are reviewing their grass management regimes in favour of increasing the biodiversity values of land under their control. Currently the Government's proposed Environmental Bill similarly will place requirements for Local Authorities to provide a net gain in biodiversity of 10% when developing land.
- 3.4 Therefore, in considering improving our services in this area, rather than increasing resources levels, making changes to the grass management regime to allow resources to be deployed in different ways to improve the quality of the traditionally-managed areas, whilst simultaneously improve the overall biodiversity levels of the borough is the strategic focus of this paper.
- 3.5 There has been a significant loss in recent years of natural grassland habitats for pollinating insects which has become an ever-growing environmental concern. Council owned grassland and roadside verges have significant potential to be able to contribute to restoring grassland and wildflower biodiversity throughout the borough.
- 3.6 Land management has significant climate and biodiversity impacts, a project of rewilding areas across the borough will go some way address these, whilst continuing to meet the Council's Corporate priorities.
- 3.7 In terms of ecosystems this borough has many important locations throughout. It has a phenomenally successful record of increases in biodiversity through projects such as Dearne Valley Old Moor and working to increase Willow Tit numbers and contains critically important heathlands in the Peak District National Park around Dunford Bridge.
- 3.8 By allowing a proportion of the 6,500,000M² of grass in the borough to rewild it is anticipated that the average cutting days can be reduced even further at no additional cost, further improving the appearance of the maintained grass plots throughout the borough.

4. PROPOSAL AND JUSTIFICATION

- 4.1 Improvements to grass management regimes for managed areas. The recent changes to reduce the number of days between cuts will continue. We plan to keep staff based in areas to increase the sense of ownership. At the same time we will improve contingency arrangements to deploy selected staff in other areas to keep a more consistent service quality across the borough. We are and will continue to develop better working relationships with Area Council Area managers to improve the overall transparency of service offer. The benefits of adopting this approach will be more consistent service offer and better coordination of services between grass cutting teams, area- commissioned services and volunteering groups.
- 4.2 In recent years we have worked with local parish councils, area councils, area-commissioned service providers and key stakeholders like RSPB and local volunteering groups to reduce our verge cutting regimes across the borough. This consultative approach has proved successful in increasing biodiversity in selected areas, whilst improve understanding of why we are taking this approach. It is recommended that we continue to work with these stakeholders across wider areas of the borough to select plots locations.
- 4.3 It is proposed that that a project of rewilding be considered across the borough to allow select plots of currently maintained grass to grow uninhibited. Leaving the grass to grow will, over time, improve biodiversity, encourage wildflowers to establish and help create new habitats and vital shelter for invertebrates and pollinator species.
- 4.4 This will also tie in with the Neighbourhoods Future Council Review which recommended a programme of land divestment work. This this we can seek to change the use of the land and encourage rewilding or plant trees, create orchards etc. in key locations of our grounds and parks across the borough.
- 4.5 A staggered process of allowing grass to grow uninhibited with some selected areas sown with wildflower seeds will allow a more cost-effective solution to increasing the biodiversity of the borough than a more targeted approach of planting full wildflower meadows from seed. This will also allow us to fully understand which areas of the borough may be suitable for full wildflower meadows in the future.
- 4.6 It is important to understand that a rewilding and wildflower initiative is not about neglect. Active management of these areas is crucial for the success of grassland and wildflower pollinators to flourish. Areas of rewilding will need to be cut once per year and the resulting grass and wildflower arisings need to be collected as this removes nutrients, lowers the soil fertility, and prevents a 'thatch' of dead grass inhibiting wildflower seed growth. Over time, the percentage of grass will decrease, and the percentage of wildflowers will naturally increase. Additionally, some larger areas chosen for rewilding will still need to have perimeter and desire line cuts to allow residents to navigate around and through these plots.

- 4.7 In order to meet our Zero40 targets as a local authority, the rewilding of areas throughout the borough will not only increase the biodiversity of the town, but will reduce our mower fleet emissions through the reduction of cuts. It is proposed that where we introduce wildflower areas that we do this by using seeds of indigenous plants.
- 4.8 Where applicable, arisings that have been collected after cutting at the end of the season can be left at the edge of the site to form 'habitat piles' which act as hibernation and refuge areas for wildlife. Where this is not possible, all arising will be removed for disposal.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 The do-nothing approach would maintain the status quo of cyclical grass cutting of council owned grassland and verges on the existing 18 day cutting cycle. In doing so the grass is kept to a specification of 3 to 5 inches and the arising are left on the surface after cutting. This improves the growing conditions for the grass and in turn suppresses the natural proliferation of wildflowers meaning less pollen and nectar for insects which reduces their numbers therefore reducing the biodiversity of the borough.
- 5.2 An alternative approach to rewilding would be to create artificial wildflower meadows, whilst this method would produce a striking visual effect it is an expensive solution which is not guaranteed to be a success. Wildflower meadows require a low fertility soil, if the area is too rich in nutrients for wildflowers to thrive then the result would be a jungle of nettle, dock, and aggressive grasses rather than a colourful wildflower meadow.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 The implications for local people directly are that some plots within their residential area will no longer be maintained to their usual standard. Whilst these sites will still have some form of maintenance such as regular perimeter cuts to stop growth onto footpaths and/or property boundary's, a targeted marketing and communication strategy will need to put in place to inform and educate the residents.
- 6.2 The implications for wider service users and residents alike would be an improvement of the biodiversity of the borough. Additionally, once established these areas of rewilding can be used as educational tools for local schools and involvement from local community groups can also help in maintaining these areas when they are cut at the end of the season.

7. FINANCIAL IMPLICATIONS

- 7.1 Consultations on the financial implications of this report have taken place with representatives of the Service Director for Finance and S151 Officer.
- 7.2 Proposals are presented for how managed grass areas can be improved whilst simultaneously introducing areas of rewilding and wildflower management for improving our green spaces and biodiversity.

- 7.3 The changes will result in reducing the average cutting days (and slightly reduce running costs) but there will be some new tasks and new costs, for instance, there is a need to hire a cut and collect mower for a brief period at the end of each season to enable the rewilding areas to be reset for the following growing year and the cut grass may need to be baled and taken away. The sites will also need active management. There will also be some additional costs for new signage at each of the locations.
- 7.4 The full fiscal impact of the changes, including the additional equipment that may be required will only become clear once the full scope of the changes to the cutting areas is agreed but the service has confirmed that all proposed changes will be managed within existing operational budgets. This budget includes the £110k additional base budget provided in 2021 to facilitate the reduction in cutting days from 21 to 18. Any savings identified will be used to address.

8. EMPLOYEE IMPLICATIONS

- 8.1 Existing BMBC staff will deliver the scheme including Neighbourhood Services Management who will co-ordinate the project. Operational staff from Neighbourhood Services will deliver the operational needs on the ground in relation to the maintenance of the rewilding areas.

9. LEGAL IMPLICATIONS

- 9.1 There are no legal implications arising from this project.

10. CUSTOMER AND DIGITAL IMPLICATIONS

- 10.1 None

11. COMMUNICATIONS IMPLICATIONS

- 11.1 Before the commencement of the project a communications plan will be developed in collaboration with key stakeholders which will include a proactive communications campaign along with signage placed by each rewilding site to inform and educate people as to why we are rewilding and the benefits it will bring.

12. SUSTAINABILITY IMPLICATIONS



The main sustainability impact of this project is the positive effect that it will have on biodiversity in the borough, with land being managed in a way that increases the number of pollinators and other insects as well as species of native grasses and wildflowers.

There is also the smaller positive impact that the decreased frequency of cutting in these areas will reduce the amount of fuel used and reduce the greenhouse gas emissions associated with this. Residents will also benefit from the change in cutting frequency in terms of the quality of their local areas, whether this is through proximity to higher quality natural environment or because the targeted reduction in cutting will allow for more frequent maintenance of sites which are not being managed for wildlife.

13. EQUALITY IMPACT

13. Not applicable.

14. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

14.1 None

15. TACKLING THE IMPACT OF POVERTY

15.1 None

16. TACKLING HEALTH INEQUALITIES

16.1 None

17. REDUCTION OF CRIME AND DISORDER

17.1 None

18. RISK MANAGEMENT ISSUES

18.1 None

19. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

19.1 There are no increased H&S and Emergency Resilience issues arising from this project.

20. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

20.1 None

21. CONSERVATION OF BIODIVERSITY

21.1 None

22. GLOSSARY

None

23. LIST OF APPENDICES

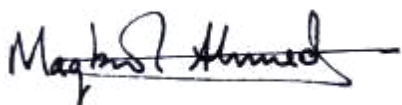
Appendix A: Financial Implications

24. BACKGROUND PAPERS

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

Report author: Paul Castle

Financial Implications/Consultation



*To be signed by
senior Financial Services officer where no financial
implications)*

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BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

**REPORT OF
THE EXECUTIVE DIRECTOR PLACE
TO CABINET ON 22 SEPTEMBER 2021**

Public report

Town Centre & Principal Town Cleanliness Enhancements

1. PURPOSE OF REPORT

- 1.1 To set out the new town centre service schedules to support the opening of the Glass Works development.
- 1.2 To provide an update on progress of principal town walkabouts and producing service schedules.

2. RECOMMENDATIONS

- 2.1 For Cabinet to support the report and its appendices that set out the new service schedules for the town centre; and
- 2.2 For Cabinet to support the ongoing work at principal towns
- 2.3 For Cabinet to support the service enhancements set out in section 4.6 & 4.7

3. INTRODUCTION

- 3.1 The opening of the Glass Works within the town centre is a significant opportunity to improve our offer to visitors. The customer experience must be positive to ensure that people keep visiting and returning to the town centre to shop, work or experience the cultural offer.
- 3.2 In addition, we have invested in our principal towns to improve the overall environment, the local economies and create employment. Further work is required to ensure that the service schedules are appropriate and communicated with Area Councils to ensure improved alignment with commissioned or volunteering resources.

4. PROPOSAL AND JUSTIFICATION

- 4.1 Presently there are several different council services contributing to the visitor experience in the town centre. Initiatives such as *Joining Forces* and the Purple Flag accreditation are bringing services closer to work together to improve the customer experience. All this is brought together in the Town Centre Programme Board which has developed a 'coordinated way of working' on the place management of the Town Centre. This Board has also developed a

detailed integrated Town Centre Action plan which will be shared with Members in due course.

- 4.2 Each of the services relating to the cleanliness and maintenance of the town centre are set out in the report and its appendices map out the allocation to different services of this work within the town centre. As part of this review, it is evident that there is an opportunity to enhance the present partnership and develop relationships further with other services and stakeholders.
- 4.3 Each directorate that provides cleansing and maintenance services within the town centre has contributed towards the generation of this town centre service schedule.
- 4.4 The following process was used to determine the improvements required.
 - 4.4.1 Site walkabouts to consider the overall condition of the town centre - Appendix three. Each site visit sets out key immediate actions and areas of required investment.
 - 4.4.2 Consideration of the current service offer in Barnsley town centre and the principal towns, with identification of the gaps and opportunities to improve the present offer.
 - 4.4.3 Consideration of the multiple different 'town centre' boundaries. Different services have different "town centre" locations and boundaries to work with, Safer Neighbourhoods Team, Parking Services, Neighbourhood Services and Highways and Engineering Services. Clarifying these boundaries has been done with the aim of providing a definitive town centre location for all services to work to.
 - 4.4.4 In the town centre, a further degree of analysis based upon the Glass Works proposed service level agreement and how the new proposed service levels for the town centre would contextually sit alongside each other.
 - 4.4.5 The present governance arrangements to oversee operational management of the town centre.
- 4.5 Appendix One sets out the proposed boundaries of the Town Centre to be implemented, considering all Council services. The principal area will follow the legal area defined by the current public spaces protection order (PSPO) this is co-terminus with the Neighbourhood Services and Highways definitions of the town centre. Within this area is the Glass Works public realm boundary and within this the Glass Works service charge boundary. For the purposes of this report and its appendices the outer zone will be referred to as Town Centre Zone and the Glass Works Service charge boundary as Glass Works Zone.
- 4.6 In the delivery of the proposed Town Centre Zone service schedules, there are some areas of revenue investment required.
 - 4.6.1 Attending to issues of cleanliness outside of current service hours 06:00 –

- 18:00. Creating a 3rd Town Centre Team to provide cover until 23:00 in line with expected increased footfall. This would be a Grade 5 working manager and 2 Grade 4 staff, including enhancement for working during evening hours c£98k per annum
- 4.6.2 Increasing the cover for Town Centre Wardens after 2 grade 5 16:00 until 23:00 Mon – Sat and consideration for covering services on Sunday and including enhancement for working during evening hours c£69k per annum.
- 4.6.3 The present street bin stock is old and in poor condition and the compactor used to compact market and town centre waste will be decommissioned. Existing old litter bins should be replaced with new, larger bin covers that house 240lt wheelie bins. This will improve the street scene, whilst offer greater capacity and less frequent overfilling incidents. Emptying will be undertaken by a new mini collection vehicle with an additional driver. Estimated costs for new bin infrastructure is £7k. New vehicle on full maintenance lease-back arrangement is £22k per annum and additional Grade 4/5 driver £29k per annum.
- 4.6.4 Street furniture, like columns, signposts, bollards within Town Centre Zone – Glassworks has increased the quality of the street furniture specification within the town centre. Therefore, where existing street furniture is beyond economic refurbishment to match this higher specification, it should be replaced. We will seek to use existing budgets aligned to enhancing the town centre. To maintain this higher specification level an estimated £20k per annum revenue budget will be required.
- 4.6.5 Regular stone cleaning – the Yorkstone is a porous surfaced light-coloured local stone used throughout the town centre covering c13,300m². In the past, we have undertaken several discrete stone paving cleaning activities, including stone scrubbing, high-pressure water, and high-pressure steam cleaning. With the latter being the most successful method trialled. Through this work we have investigated two options; employing a 3rd party company to regularly visit or to procure the latest steam stone cleaning equipment and train our own staff. It is estimated that we would require an investment of c£15k for equipment and consumables, £10k for vehicle hire and then either 2 additional posts c£56k per annum or regrade 2 existing posts c£20k per annum, respectively.
- 4.6.6 Shambles Street – When the town centre was re-paved in 2014, the new 6th Form college was under construction. The Yorkstone paving on the south side of Shamble Street was laid between Church Street and Dog Lane. The new college development necessitated new Yorkstone paving on the north side of Shambles Street, laid between Church Street and John Rideal House, which extends c100m beyond the paving on the south side of Shambles Street. To present a more attractive street scene, it is proposed to extend the paving on the south side to match that on the north side. It is estimated that we would require a capital investment of c£200k. This planned investment will be added to the Council's capital pipeline and subjected to our business case evaluation process.
- 4.6.7 Peel Street resurfacing. The block-paved parking bays on Peel Street have

been identified for replacement. The existing carriageway surface is showing signs of increased deterioration, so opportunity will be taken to achieve a more economically advantageous approach, and to resurface both the carriageway and the parking bays at the same time. This will be a scheme for inclusion in the Local Roads Programme forming part of the Highways Capital Programme 2022/23.

- 4.6.8 Repairs and upgrades to benches across the town centre. Wooden lats are not aging well and provide narrow gaps for people to wedge litter down, causing delays in cleaning. Replacing these with plastic lats is £350 per bench. There are c35 benches where this work could be carried out which would cost c£15k.
- 4.6.9 In summary, upon the completion of the principal towns service schedules, we will appoint a new deep clean team. This team will continually undertake regular scheduled tasks and coordinate with the current resources deployed across the principal town locations. This team will adopt a similar arrangement as the additional town centre team, that is a Grade 5 working manager and 2 Grade 4 staff c£97k. A further £10k per annum has been included to refurbish or make good street furniture within the principal towns.
- 4.7 Enhancement Opportunities beyond publishing the schedules without requiring additional investment:
 - 4.7.1 Better operational service coordination – presently there are several operational forums that consider the strategic and the safety issues surrounding the town centre sitting in different teams. All these reports to the Town Centre Programme Board albeit, this governance needs to be more formalised. The temporary BU4 role of the Urban Centres Project Manager will initially set out an improved model of operational governance and place management to improve the overall operation and management of the town centre including the Glass Works.

It is anticipated that this will comprise of weekly operational meetings, along with regular town centre walkabouts, with the project team reporting into the TC Programme Board, this will form part of the longer-term development of the *Joining Forces* initiative and would result in a coordinated, joined-up dedicated Town Centre Management Team.

Members should also note that the Glass Works Development Board is currently reviewing its role and is likely to transition into a Centre Management Board, with a focus on the management, marketing, and promotion of the Glass Works in the context of the wider Town Centre. This transition will continue through to full Centre opening in Spring 2022 and will inform the future governance arrangements.

- 4.7.2 Enhanced street inspection process – Presently the Highways and Engineering Service in BU6, discharge the Council's duties as the Local Highway Authority in accordance with the Highways Act 1980. Highways and Engineering Service undertake safety inspections of all roads at a set frequency determined by road hierarchy. For roads within the new town centre zone it is proposed that these safety inspections also include aesthetics of the environment to programmed

maintenance issues, for example, a slightly leaning or damaged bollard, since it can convey a message that we do not manage the town centre as we might. To protect the investment made in the town centre the inspections in this area will be enhanced.

- 4.7.3 The Council, as Local Highway Authority, has a statutory duty to comply with the requirements of the Highways Act 1980. The Highways Act 1980 is a statute that defines how the Council approaches its responsibilities for roads that have been classified as 'maintainable at public expense', known as 'Adopted Highway'. There are other statutes that need to be considered at the same time such as the New Roads and Street Works Act 1990 and the Traffic Management Act 2004. As the Glass Works project has developed, there are certain areas of land within the project that may benefit the Council to be either classed as Adopted Highway or alternatively 'stopped up' (extinguished) as Adopted Highway.
- 4.7.4 The status of a road as Adopted Highway, introduces several issues that need to be considered in the context of the Glass Works, such as the ability of any statutory undertaker to install their apparatus within the Adopted Highway, i.e., this could be in the new Glass Works square. Alternatively, there is a requirement for the Adopted Highway network to be inspected at regular periods and for the Council to carry out any necessary safety repairs. An example of the conflict caused is that pothole repairs and removal of trip hazards are actioned at a certain depth, which is exceeded by the depth of the water rill. The key reason for rationalising the status of pockets of land within the Glass Works boundary is to minimise any risk to the Council and to ensure that the appropriate status is applied for the benefit of the visitors to the town centre and to protect the authority in the correct way.
- 4.8 The Appendix Two sets out the team, activity, location, frequency with annotated notes and enhancement opportunities. In summary this represents the first time that the collective view of all town centre services have been captured in one place. There are still several areas where 3rd party contractors are being secured and periods of defects liability periods left to run. This document should provide the basis for operational management for the town centre and Glass Works zones.
- 4.9 Principal Town work – In addition to this work being carried out in Barnsley town centre, we are also in the process of conducting a similar review in the principal towns across the borough. The same process as set out in 4.4 is being followed with the addition of the plan to work more closely with Area Council managers to better understand how both commissioned and volunteering services could be set out to compliment the service being delivered by in-house teams. Currently, we have conducted principal town walkabouts in Penistone, Hoyland, Wombwell and Goldthorpe with walkabouts for Royston and Cudworth to be completed. Once complete we will set out the gaps and recommendations to produce service schedules in a similar format to appendix two.
- 4.10 At this stage of the principal town walkabouts the overriding gap emerging is centred on service transparency and service coordination. It is anticipated that

cleaning enhancements would be considered on an ad-hoc basis, which will mean that we will seek to leverage the additional resources like stone cleaning etc. from the Town Centre Zone if required.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 Alternative options were considered as part of drafting this cabinet paper, namely not having a Glass Works Zone, and incorporating this into the general Town Centre Zone. This was discounted as an alternative option as the service charge needed a boundary to set out clearly the service physical boundaries and specifications to set a realistic service charge budget.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 Service users of the Town Centre and Glass Works zones will see a better cared for street scene and will see more operatives within the area at the times when the public are present.

7. FINANCIAL IMPLICATIONS

- 7.1 Consultations on the financial implications of this report have taken place with representatives of the Service Director for Finance and S151 Officer.
- 7.2 The opening of the Glass Works is a significant opportunity to improve the customer experience and leave a lasting memory which will keep people returning to the town centre. Working as one team, through an agreed process which included site walkabouts, all service areas that provide services within the town centre have identified a series of improvements to enhance the service levels and aesthetics of the environment. These consider the current service levels within both the town centre and the Principal Towns.
- 7.3 Additional one-off and ongoing expenditure is required to deliver the proposed service schedules and identified improvements. These are identified in the table below. The total funding required is £455k split into £31k one-off and £424k recurring. The forecast expenditure will be monitored and considered as part of the MTFS.

Details	Town Centre One-off costs	Town Centre Recurring costs	Town Centre Total	Principal Towns Total - all recurring	TOTAL ALL
	£	£	£	£	£
Additional cleaning teams. Create a 3rd town centre cleaning team to cover the extended hours from 18:00 to 23:00 7 days a week. 1 x team leader/manager + 2 staff including evening	0	97,838	97,838	97,838	195,676

Details	Town Centre One-off costs	Town Centre Recurring costs	Town Centre Total	Principal Towns Total - all recurring	TOTAL ALL
enhancements. Create a 4th cleaning team to cover the Principal Towns.					
Controlling antisocial behaviour. Increasing the cover for Town Centre Wardens between 16:00 to 23:00. 2 posts including Saturday and evening enhancements.	0	69,347	69,347	0	69,347
Bin stock and emptying Replace bins with larger bins. Replacement of bins in Principal Towns is covered by WRAP funding. New hire vehicle Driver	7,000	22,000 28,073	7,000 28,073	0 0	7,000 28,073
Sub-total	7,000	50,073	57,073	0	57,073
Replacing street furniture (bollards, lamp & CCTV posts).		20,000	20,000	10,000	30,000
Yorkshire stone cleaning. Council team to carry out high pressure steam cleaning on a cycle basis. To include Principal Town buildings as required. Equipment Vehicle hire 2 x grade 5 staff Consumables & training Sub-total	11,500 11,500	 10,400 56,145 3,000 69,545	 11,500 10,400 56,145 3,000 81,045		 11,500 10,400 56,145 3,000 81,045
Bench repairs. Repairing / replacing c35 benches.	12,250		12,250	10,000	22,250
TOTAL	30,750	306,803	337,553	117,838	455,391

- 7.4 As explained in Paragraph 4.9, the full scale of the repairs and maintenance and cleaning work required in the Principal Towns has not yet been fully assessed. The above additional resources represent best estimates of the additional funding required. Closer working relationships between the different service areas resourcing the town centre together with the £118k funding will provide capacity to carry out regular cleaning within the Principal Towns. This position will be reviewed once the assessments have been completed.
- 7.5 Two other schemes of improvement have been identified for consideration. They are not included in the above table:
- The resurfacing works on Peel Street identified in paragraph 4.6.7 will be included the Local Roads Programme forming part of the Highways Capital Programme for 2022/23.
 - The repaving of the south side of Shambles Street as identified in Paragraph 4.6.6 at a cost of £200k, will be the subject of a separate business case to be considered by the Capital Oversight Board alongside other priorities within the Council's overall capital programme.
- 7.6 Full details of the financials implications are set out in Appendix A.

8. EMPLOYEE IMPLICATIONS

- 8.1 No direct employee implications. Changes in service will be managed through the council's Change management procedure.

9. LEGAL IMPLICATIONS

9.1 Associated with 4.7.3 & 4.7.4

10. CUSTOMER AND DIGITAL IMPLICATIONS

10.1 as 6.1

11. COMMUNICATIONS IMPLICATIONS

11.1 Publishing of service schedules and performance against this will be more transparent.

12. CONSULTATIONS

12.1 As part of drafting this report the following business units were consulted with, BU4, BU6, BU8.

13. EQUALITY IMPACT

13.1 Not applicable – enhancements of existing services.

14. LIST OF APPENDICES

Appendix A: Financial Implications

Appendix One: Proposed Town Centre Zone & Glass Works Zone

Appendix Two: Proposed Schedule of Services

Appendix Three: Action plan update from recent Town Centre Zone walkabouts

Report author: Paul Castle

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APPENDIX A
Report of the Executive Director of Place

FINANCIAL IMPLICATIONS

2025 Town Centre Parking Strategy Phase 1 - Glass Works Opening Milestone

i) Capital Expenditure	<u>2021/22</u> £	<u>2022/23</u> £	<u>2023/24</u> £	<u>Total</u>
Not applicable in this instance	0	0	0	0
	0	0	0	0
	0	0	0	0
To be financed from:				
	0	0	0	0
	0	0	0	0
	0	0	0	0

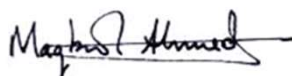
ii) Revenue Effects	<u>2021/22</u> £	<u>2022/23</u> £	<u>2023/24</u> £	<u>Later Years</u> £
<u>Expenditure</u>				
Staffing, vehicle costs, equipment and consumables	243,070	424,641	0	0
	243,070	424,641	0	0
<u>Income</u>				
	0	0	0	0
	0	0	0	0
	243,070	424,641	0	0
To be Financed from:				
Reserves	243,070	424,641	0	0
	243,070	424,641	0	0

Impact on Medium Term Financial Strategy

This report has no impact on the Authority's Medium Term Financial Strategy.

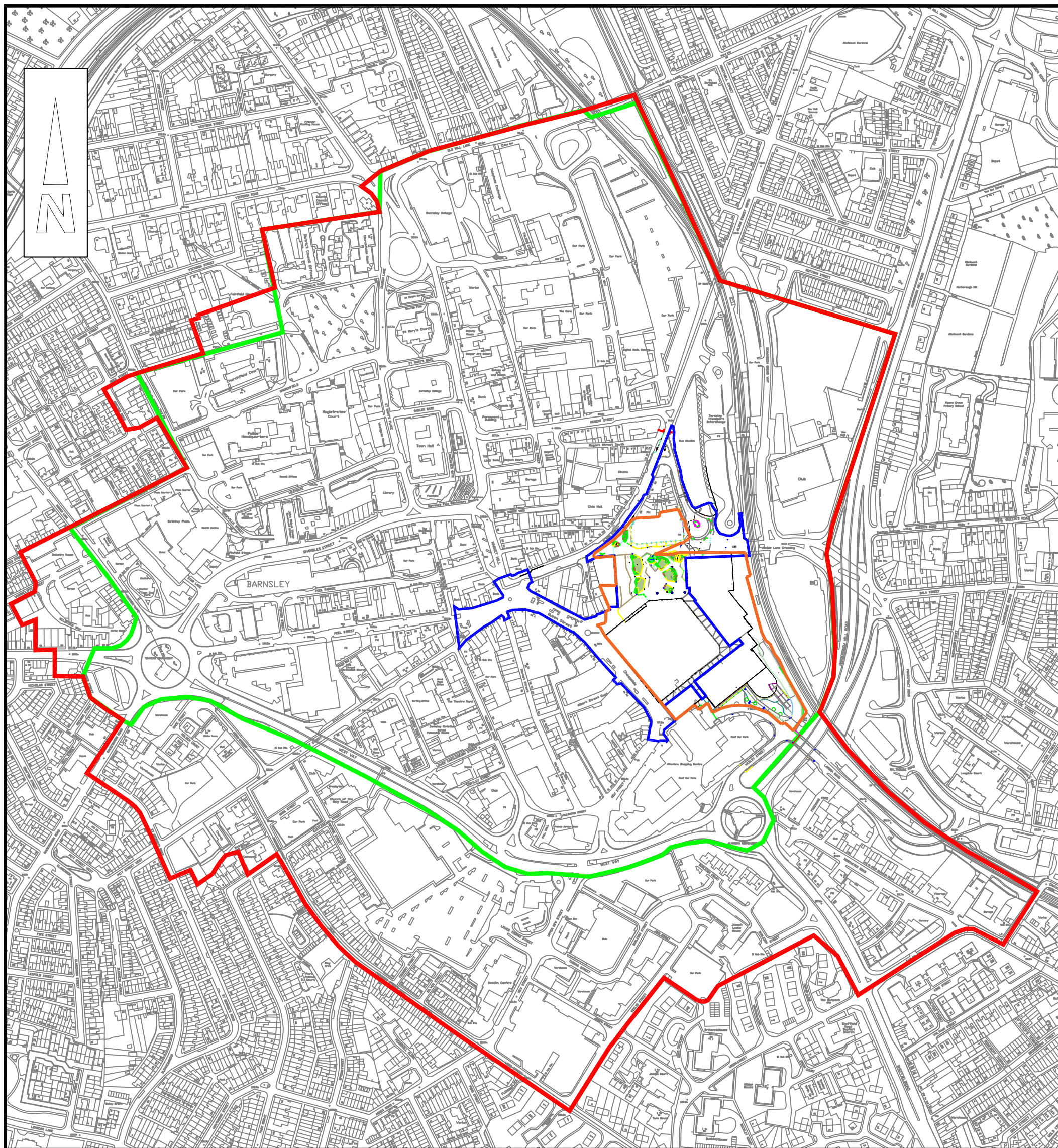
	2021/22 £m	2022/23 £m	2023/24 £m
Current forecast budget gap	0.000	-0.377	1.823
Requested approval	0	0	0
Revised forecast budget gap	0	-0.377	1.823

Agreed by



On behalf of the Service Director and Section 151 Officer - Finance

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Key

2019 PSPO Boundary

BMBC Neighbourhoods Boundary

Glassworks ownership area

Glassworks and Public Spaces area

Based upon Ordnance Survey Digital Mapping.
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BARNSELEY
Metropolitan Borough Council

Project

**Town Centre
Various Boundaries**

Scale
NTS

Drawn

Date

AUG21

Checked

File

Page 293

Paul Castle
Service Director, Environment & Transport
Place Directorate
Westgate Plaza, Westgate, Barnsley, S70 2DR.
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Drawing No.

APPENDIX

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Team	Activity	Location	Frequency	Notes / Enhancement Opportunities
Glass Works Zone - GW Team	Cleaning	GW	Daily Mon - Sun	Norse - cover from 06:30- 20:30hrs 7 days a week. Peak resource at 6 cleaners on site.
	Landscaping	GW	As agreed SLA	BU6 Neighbourhood Services Team to provide to GW
	Pest Control	GW	SLA to be agreed	BU6 to set out service SLA to cover rodents, birds and insects
	Refuse Collection	GW	Tues & Fridays + ad-hoc if required	Residual, recycling and specialist waste services being provided by BU6 Commercial Waste and specialists 3rd party companies
	Heating & Ventilation	GW	FM service Schedule	BU4 / 3rd party provider
	Mechanical and Electrical	GW	FM service Schedule	BU4/ 3rd party provider
	Fire Protection Contract	GW	FM service Schedule	BU4/ 3rd party provider
	Lifts - Maintenance Contract	GW	FM service Schedule	12mth Defects Liability Period BU4/ 3rd party provider
	General Building Repairs	GW	FM service Schedule	12mth Defects Liability Period BU4/ 3rd party provider
	Adverse Weather materials	GW	Ad-hoc	Norse to provide resources / agreement to be reached on materials
	Lightening Protection	GW	FM service Schedule	BU4 / 3rd party provider
	Access Equipment Inspection	GW	FM service Schedule	BU4 / 3rd party provider
	Lamp Replacement	GW	Ad-hoc	BU4 with BU6 support
	Drains/Gutters clearing	GW	Ad-hoc	BU4 to lead BU6 to support
	Signage Maintenance	GW	Ad-hoc	BU4
	Multi-storey car park de-icing	GW	Daily	BU4 / Norse / Doyle to provide cleaning and out of hours security BU6 Replenish Car parking machines / payment handling / enforcement.
	Christmas Decorations	GW	annually	BU4 / 3rd party provider
	CCTV	GW	Daily Mon-Sun	BU4 / 3rd party provider
NS Town Centre Team	Litter picking & emptying bins within TC Area. Excludes		Daily Mon - Sun	Cover currently from 6am-6pm Mon to Sun with a 4 days on 4 days off rota. No one on from 6pm to 6am. Revenue required for additional 3-person shift to cover to 11pm. Current bin stock outside of GW needs replacing, separate capital case required
	Clean bins	TC excl. GW	Weekly	Now 2 vacancies in team of 6. Additional resource will improve overall quality of current offer / or could redo job profile to provide Stone cleaning
	Clean behind cable boxes	hot spot locations	Daily	Supported by NS Environment demand management Service (EDMS) team
	Litter pick car parks	Ham's orchard, County Way	Daily Mon - Sun	Supported by NS EDMS team
	Deep clean car parks	& County Way as hot spots	Weekly (Tues)	Supported by NS EDMS team

	Weed removal	TC excl. GW	Ad-hoc	Supported by NS EDMS team
	Weed Kill application	TC excl. GW	Annual & spot treatment	Supported by NS EDMS team
	Clean tree guards	TC incl. GW	Ad-hoc	Supported by NS EDMS team / Working with legal team to bring back in house
	Clean out phone boxes	Market hill	Weekly (Mon)	
	Clean under benches, P Wipe Benches - Cleanin Stone cleaning	Pals Garden TC area Excl. GW TC excl. GW	Daily Weekly TBD	Supported by NS EDMS team Currently subjected on an ad-hoc basis. Propose to procure equipment and support with resources
<u>Graffiti Removal</u> Working Mon - Fri 8am - 4pm with emergency call out	Graffiti removal team	incl. GW/ borough wi	Ad-hoc	BU8 provided service
<u>NS -Specialist team</u>				
Working Mon-Fri 8am-4pm	Seasonal planting	, Churchfields, Becket	twice a year	As current arrangements
	Grass Cutting	ditto	SLA Frequency	Currently 18-day SLA
	Pruning	ditto	Ad-hoc	
	Bed Maintenance	ditto	Ad-hoc	
<u>Highways</u> Working Mon-Fri 8am-4pm	Street inspection	TC excl. GW	majority monthly some peripheral low use roads on 3mthly	Street Inspection process will be enhanced to pick up aesthetics of street furniture in the TC excl. GW Zone
Working Mon-Sun 8am-4pm	Street Sweeping	, Eldon, Church, Marke	Daily Mon - Sun Except BH	
	Drainage clearance	TC excl. GW	ad-hoc	
	Gulley cleaning	TC excl. GW	Programmed	
	Street furniture mainte	TC excl. GW	As ordered	Subject to enhanced highway inspection as set out in cabinet paper
	Street Lamp replaceme	TC excl. GW	As ordered	
	Pot holes	TC excl. GW	As ordered	
	General resurfacing wo	TC excl. GW	As ordered	
	Paving maintenance an	TC incl. GW	As ordered	Extra-over funding will be required for GW Zone & Glass Works Public Realm elements
	Christmas decorations	TC incl. GW	As ordered	Additional funding will be required for both TC and GW element
<u>Car Parking Enforcement</u> Working Mon - Sat 8am - 4pm	Enforcement activities	TC incl. GW	Daily Mon - Sat	Additional temp officers to be appointed following Car parking strategy proposal
	Car parking daily maint	Street parking locatio	Daily Mon - Sat	Replenish Car parking machines / payment handling / enforcement.
<u>Town Centre Wardens</u>				

Working Mon- Sat 8am - 4pm	Patrols to deal with low	TC incl. GW	Daily Mon - Sun	Current service offer does not include resources beyond 4pm and on Sunday. See report for additional resourcing request
	Manger - case manager	TC incl. GW	Daily Mon - Sun	
<u>Pest Control</u>	Vermin control	TC incl. GW	Ad-Hoc	BU6 Commercial Services
<u>Highway Network Coordination</u> Working Mon-Fri 8am- 4pm with emergency call out	Site Surveys for propos	TC incl. GW	Ad-hoc	
	Follow up surveys for c	TC incl. GW	Ad-hoc	
<u>Commissioned Services</u> local authority support	Litter enforcement , do	TC incl. GW	Mon - Sat 8am- 4pm	Limited provision in evening hours and on Sunday
<u>CCTV Remote monitoring</u>				
	Public space cctv monit	TC	24x7	

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Town Centre Zone walkabout action summary

Ref	Completed? Y/N	Street	Issue/Location Details	Area of Responsibility	Walkabout details
1	No	Shambles Street	Condition of Stonework flags on footpaths, pedestrian thoroughfares	N'Hoods/H'ways	Need thorough cleansing
2	No	Shambles Street	Replacement of stonework at Town End Roundabout footpaths	Highways	Replacements required due to damage/degradation
3	yes	Westgate	Condition of Grassed areas adjacent to Barnsley Sixth Form College	External/Assets Tim Hartley	Grass is not maintained to any maintenance schedule
4	YES	Shambles Street	Parking post outside The Gym Group - Shambles Street needs replacement	Highways	Condition of sign
5	Yes	Shambles Street	Public realm adjacent to footpath at the side of The Gym Group	Neighbourhoods	Scruffy and unkempt appearance of this area due to lack of ownership details
6	YES	Shambles Street	Installation of bollard at the end of Shambles Street to prevent/deter night time access.	Highways	
7	no	Peel Street	Poor Road surface run in from Peel Street to Town End	Highways	
8	Yes	Shambles Street	Pavements around town end to be incorporated into mini sweeper cycle	Neighbourhoods	Condition of pavements around Town End requires sweeping
9	Yes	Peel Street	Street between Fire Lounge and Herbert Brown needs clearing	Neighbourhoods	Needs cleansing due to broken glass, litter, detritus build up
10	no	Town Centre	General condition of bins in the Town Centre and in pedestrian thoroughfares	Neighbourhoods	Many need replacing/repair and maintenance to ensure they present the best appearance
11	Yes	Pall Mall	Drains need clearing and weeds/detritus removing	N'Hoods/H'ways	Drains clearing and potentially replacing grilles and grates with another solution
12	Yes	New Street	Peel Street tidy up work	N'Hoods/H'ways	Peel Streets footpaths/general appearance need incorporating into cleansing
13	no	Peel Street / Market Hill	BT phone boxes	External - BT / Tim Hartley	BT phone boxes which are not utilised to be removed
14	no	Around Town Centre Zone	Repainting of Iron bollards	Highways/Assets	from New Street to Cheapside to improve appearance
15	no	Cheapside	Glassworks Tree guards	A Osborn/N'Hoods	AO to contact HB about contract change to remove the possibility of litter traps at the base of trees planted in the vicinity of the Glassworks

16	yes	Cheapside	Hard Surfaces around Glassworks - look at improving maintenance	Neighbourhoods	Ensuring hard surfaces are included in cleansing regime around Glassworks
17	yes	Eldon Street	Paving Gaps infilled with tarmac around Glassworks (H Samuel etc.)	A Osborn/Highways	Stock of correct stone to be supplied for future repair
18	yes	Eldon Street	Vermin in occupied TC business (fish and chips)	Commercial Enforcement/KIER site manager	Rats seen in New Mother Hubbard Fish and Chip Shop, Eldon Street
19	no	Market Hill	Declutter Market Hill (Paddy Power) of old, broken signage and repair street lights	Highways	In front of Paddy Power old, broken signage and repair street lights
20	yes	Market Street	Lampposts Eldon Street/Market Hill	Highways	Lampposts are leaning over due to damage
21	no	Peel Square Entrances	Anti-Terrorism measures	Andrew Osborn / Simon Dobby	Management of the current vehicle anti terrorism measures, costs and future plan
22	no	Cheapside/May Day Green	Bench condition and maintenance	Highways	Replacement of current wooden benches with plastic to facilitate jet wash maintenance? Bent arm rests on benches on Cheapside/Mayday Green
23	no	Town Centre	Covid19 Signage	Communications	C19 signage condition and messages
24	no	Peel Street	Car Park Signage Peel Street in front of Dominos	Highways	needs replacing on lamp post
25	Yes	Sackville Street	Churchfields vets bin	Neighbourhoods	bin overflowing
26	yes	Shambles Street	Lancaster property services no-mans-land adjacent to KFC	Tim Hartley	Who maintains this land/what is the schedule??
27	Yes	Shambles Street	Fly Posting	Neighbourhoods	Fly posting KFC signage on Town End Roundabout
28	yes	Wellington Street	Fly Tipping/Car park condition	Neighbourhoods	Clear fly tipping on Wellington Street and Wellington street car park including weed growth
29	Yes	Town Centre	Bin conditions/bottoms	Neighbourhoods	Condition of bins i.e. cleaning and weed growth/detritus at bases
30	Yes	Albert Street	Albert Street/Hayes Croft	Neighbourhoods	Weed growth/Litter
31	yes	Cheapside	As action 15: Tree installation bottoms/grating (move bin away from front of Boots)	A Osborn/N'Hoods	replacing metal grates with bounce/membrane to eliminate litter, tabs ends and weed growth at the base of trees on Cheapside
32	Yes	County Way	East Gate Car Park from County Way/DMC2	Neighbourhoods	Removal of weed growth, brambles and detritus from dividing fence between Sixth form college and DMC2 car park

Status update
Capital request required to deliver comment within cabinet paper
To be tied in with ongoing City Fibre works on Shambles Street
Barnsley College has now appointed an in-house gardener to maintain their site
Completed
Area cleared, albeit will need regularly attending to.
To be incorporated into the 2022/23 Local Roads Programme.
Schedule now is on a monthly basis mini sweeper (3.5t) attends Town End Roundabout walkways. This work will require continued support i.e. permits for closing footpath for up to an hour.
Completed
Replacement bins and associated equipment within cabinet report as an area of potential investment
Completed
This takes place on a weekly cycle by proactive TC support team.
Working with legal team to look at BT responsibilities and also out for consultation about public artwork
On-going, subject to available resources and weather conditions.
Henry Boots have provided options for changing tree gaurds. We are evaluating and will instruct them in due course.

Options considered and proposal set out in the body of the cabinet report
Works planned to commence 27/7 to be completed by 30/7
completed
Some works completed, other works to be programmed and subject to funding.
completed
Work ongoing to install permanent Hostile Vehicle mitigation measures . The use of temporary measures will be reduced as the works are completed over the next 7 months.
capital request for replacing wooden latts with plastic is included within the cabinet report
To be removed from Town Centre Zone and principal towns
Replacement of sign is progrmmed
Cleared and increased collection frequency
Owner identified in Isle of Man Letter sent requesting tidy up of land
Completed 20/07/2021 and held in storage for KFC to recover
Completed w/c 9/8/21
Incorporated into additional TC support team the task of proactively and reactively assessing bin conditions and removal of weeds, detritus from the bottom
Temporary works undertaken to reduce detritus getting caught in tree guards
Works complete, need to revisit car parking area at back of DMC 2

BARNSELEY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has been included in the relevant Forward Plan

**REPORT OF THE
EXECUTIVE DIRECTOR CORE SERVICES
TO CABINET ON 22 SEPTEMBER 2021**

**REVISIONS TO THE SELECTIVE VOLUNTARY EARLY RETIREMENT/VOLUNTARY
SEVERANCE POLICY**

1. PURPOSE OF REPORT

The report details the proposed changes to the Council's Selective Voluntary Early Retirement Scheme/Voluntary Severance (SVER/VS) Policy and the impact this will have on the Council.

2. RECOMMENDATIONS

To approve the suggested revisions and introduction of additional criteria as outlined in Section 4 of this report. This will allow greater flexibility for Services and employees throughout the Managing Change process.

Cabinet is asked to resolve to recommend the approval of the policy variations to the next meeting of the full council.

3. INTRODUCTION

The SVER/VS policy forms part of the Council's Managing Change Policy. The SVER/VS policy assists in facilitating structural changes of the Council workforce in line with prevailing economic conditions without the need (or to minimise the need) for compulsory redundancies.

SVER is available to employees on a voluntary basis subject to approval. An employee who is aged 55 or over and who is made redundant is allowed access to their accrued Local Government Pension Scheme (LGPS) benefits and if eligible they will also receive a redundancy payment in line with current Council policy.

VS is available to employees' subject to approval on a voluntary basis who are unable to access their LGPS benefits either because they are under the age stipulated by the LGPS (currently 55 or over) or they are not members of the pension scheme. Employees who take VS are entitled to receive a redundancy payment subject to having a minimum of two years' service either with the Council or with another body recognized under the Modifications Order.

It is important to recognise that SVER/VS is not an entitlement. Whilst the schemes can provide agility and flexibility for the workforce, service delivery & workforce

succession planning are paramount when considering expressions of interest in SVER/VS from employees.

SVER/VS are currently only approved on an individual basis if the savings are equal to or greater than the costs (redundancy/pension strain costs) over a period of 3 years (the pension costs are paid from the Council to the Pensions Authority in a lump sum in year 1).

4. PROPOSAL AND JUSTIFICATION

The SVER/VS policy is amended to include the following new criteria:

- Whilst the 3 years cost/saving period remains, where there is a 'marginal cost' above the 3 years or 'exceptional circumstances', the Panel (see below) can approve SVER/VS in the particular circumstances of the case (this is likely to be anything under 4 years).
- Where there are several SVERs/VSs requests as part of a Managing Change process, then the 'pool of savings' will be looked at holistically together with individual costs/savings. This may, providing a saving is made/efficiency target is met, permit a particular employee to leave as such cost is offset thereby facilitating organisational change whilst maintaining a saving/efficiency target.
- Creation of a panel to approve all expressions of interest in SVER/VS. The panel will be Michael Potter (SD – Business Improvement, HR & Communications) and Neil Copley (SD Finance/Section 151 Officer).

5. CONSIDERATION OF ALTERNATIVE APPROACHES

The only alternative is to continue with the current policy. However, this does not give services the flexibility they require during the Managing Change process. It also increases the possibilities of compulsory redundancies which carry litigation risks due to the nature of such dismissals.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

Public funds are utilised to facilitate SVER/VS. However, the funding of SVER/VS are recovered through savings and the voluntary nature by which they are agreed enables services to effect positive change for the public/service users

7. FINANCIAL IMPLICATIONS

The proposed change to policy will assist in the delivery of ongoing efficiencies. Initial costs associated with SVER and Pensions (strain) costs are provided for corporately to allow services the flexibility to deliver proposed efficiencies over the agreed time period.

8. EMPLOYEE IMPLICATIONS

If the new provisions are implemented, this could result in employees being considered for SVER/VS when due to the requirements of the current policy they

otherwise would not be. Subsequently this could potentially minimise the number of compulsory redundancies and reduce risks of challenges.

9. LEGAL IMPLICATIONS

The proposed amendments reduce the risk of the Council applying a discriminatory (Age) Practice, Criterion or Provision and are recommended.

The Restriction of Public Sector Exit Payments Regulations 2020 aimed to place a 'cap' on the amount of money a Public Sector employer could pay when an employee leaves their employment have been revoked. It is anticipated further reforms will likely be announced/introduced to ensure exit payments do not burden the taxpayer/public funds which may impact the Policy in the future.

10. CUSTOMER AND DIGITAL IMPLICATIONS

None directly arising from this report.

11. COMMUNICATIONS IMPLICATIONS

The revised policy will be published alongside existing HR policies on the HR intranet and cascaded to services via the HR BP network.

12. CONSULTATIONS

Trade Unions
Senior Management Team

13. PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION

It is not anticipated these amendments will directly or indirectly impact employees in relation to any equality, diversity and social inclusion issues.

14. RISK MANAGEMENT ISSUES

To keep up to date with the reforms being proposed on exit payments in the event any amendments are required to the Council's policies.

15. GLOSSARY

Not Applicable.

16. LIST OF APPENDICES

Appendix 1 - Proposed SVER/VS Policy

17. BACKGROUND PAPERS

Background papers are available for consideration from the Service Director - Business Improvement, HR and Communications.

Report author: Service Director – Business Improvement, HR & Communications

Financial Implications/Consultation



10/09/21

.....
*(To be signed by senior Financial Services officer where no
financial implications)*

Saving
SELECTIVE VOLUNTARY EARLY RETIREMENT AND VOLUNTARY SEVERANCE SCHEMES

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SELECTIVE VOLUNTARY EARLY RETIREMENT AND VOLUNTARY SEVERANCE SCHEMES

1.0 INTRODUCTION

- 1.1 Due to the changing nature of Local Government there will always be the need to reorganise and restructure with the consequential reduction of posts. In the event of a likely reduction in the workforce Managers should in the first instance refer to the [Managing Change Policy](#) or in the case of teachers and schools based employees the [Managing Change for Schools Policy](#).
- 1.2 Selective Voluntary Early Retirement and Voluntary Severance form part of the Managing Change Policy and the guidance detailed below provides the principles and process that should be followed when an employee takes Selective Voluntary Early Retirement or Voluntary Severance in accordance with the approved Council schemes.
- 1.3 The Selective Voluntary Early Retirement and Voluntary Severance schemes enable the Council to reduce the size of its workforce in line with prevailing economic conditions, whilst at the same time compensating eligible employees by either immediate payment of pension benefits and/or a redundancy payment.
- 1.4 The Local Government Pension Scheme currently provides an entitlement for anyone over the age of 55 who is made redundant to receive early payment of their pension entitlements.
- 1.5 Employees and Managers should be aware that the following conditions will apply:

The authority is under a statutory duty to appoint on merit and has to ensure that it complies with all appropriate employment and equalities legislation. The authority will always seek to appoint the best available candidate to a post who has the skills, knowledge, experience, abilities and qualities needed for the post.

If a candidate is an employee in receipt of a pension (this includes ill health pensions) from a public sector organisation including local government, civil service, teachers pensions, police (Civil or Warranted Officers), armed forces, or any other covered by the Modification Order or a redundancy/ severance payment as a result of being made compulsory redundant this will not rule them out from being employed by the authority.

The re-engagement of public sector employees can, provide practical solutions to specific workload/project staffing needs due to their previous knowledge and experience.

The authority will consider applications from persons in receipt of pensions and there is no barrier to such a person being appointed. Pensions Regulations have provisions to reduce pension payments in certain circumstances of those who return to work within local government service. Should an applicant in receipt of a pension be successful, they should be advised that commencing employment with the authority may affect their pension entitlements and they should therefore seek advice from the relevant Pensions Authority

The authority will also apply the provisions of the Statutory Redundancy Payments Modification Order regarding the recovery of redundancy payments if this is relevant and appropriate.

2.0 **WHO DOES THIS POLICY APPLY TO?**

- 2.1 This policy applies to all Council employees including support staff employed in locally managed schools with the exception of 'Relief' employees. Teachers or other employees who are members of the Teachers Pension Scheme should refer to the [Redundancy \(Severance\) Payment and Selective Voluntary Early Retirement Scheme – Teaching Employees.](#)
-

3.0 **SELECTIVE VOLUNTARY EARLY RETIREMENT**

- 3.1 SVER is available to employees on a voluntary basis subject to approval. An employee who is aged 55 or over and who is made redundant is allowed to access their accrued LGPS pension benefits and if eligible (i.e. two years continuous service with the Council or another body included in the Redundancy Modifications Order) they will also receive a redundancy payment in line with current Council policy.
-

4.0 **VOLUNTARY SEVERANCE**

- 4.1 Voluntary Severance is available to employees subject to approval who are unable to access their Local Government Pension Scheme benefits either because they are under the age stipulated by the Local Government Pension Scheme (currently age 55 or over) or they are not members of the pension scheme.
- 4.2 Employees who take Voluntary Severance are entitled to receive a redundancy payment subject to having a minimum of two years continuous service either with the Council or with another body recognised under the Modifications Order.
-

5.0 **SVER RESULTING FROM A REORGANISATION (PROPOSAL A)**

- 5.1 In order for an employee to be allowed to take SVER the policy requires that the savings made from an early retirement i.e. salary savings, are equal to or greater than the cost associated with the early retirement i.e. additional pension costs (known as **strain costs**, see 5.3), redundancy payments, pay in lieu of notice. These costs are calculated over the first full 3 years following retirement.

In the case of a compulsory redundancy, the savings may not comply with the criteria detailed in section 5.1 but will be expected to achieve a net nil effect within a reasonable timeframe of the compulsory redundancy taking effect. In the cases of compulsory redundancy it is expected that no suitable alternative posts will be available in the structure.

- 5.2 The payment of pay in lieu of notice (PILON) should only be necessary in exceptional circumstances i.e. when it has not been possible to issue full contractual notice to the employee concerned.
- 5.3 **Strain costs** are the additional pension costs that the Council is required to make to the Pension Fund to offset the early access costs incurred by not applying any actuarial reduction that would otherwise reduce the benefits payable and are paid back in a lump sum in year 1.
- 5.4 It is Council policy that there is no entitlement to any pension enhancements when taking SVER e.g. added years of service.
-

- 5.5 In order for an employee who is not involved in a restructuring process to be allowed to take SVER in order to assist in the avoidance of the compulsory redundancy of another employee, it is required that the savings made from the proposal i.e. salary savings, are equal to or greater than the cost associated with the early retirement (additional pension costs (known as **strain costs**, see 5.3 above). These costs are calculated over the first full 3 years following retirement (bumped redundancy). All associated costings must be carried out with the HR Business Partner.
- 5.6 Whilst the cost/saving period is over 3 years, where there is a 'marginal cost' above the 3 years or 'exceptional circumstances', the Panel (see below) can approve SVER/VS in the particular circumstances of the case (this is likely to be anything under 4 years). A business case will be required to establish the reasoning as to why the Panel should exercise its discretion in the particular circumstances.
- 5.7 If there are several SVER's/VS's as part of a Managing Change process, then all the savings and costs will be holistically combined to create the 'pool' of savings. Provided a saving is made/efficiency target can be met, the Council may allow an employee to leave at a cost if that saving is offset by a group saving thereby facilitating organisational change.
- 5.8 The SVER/VS Panel will consist of the Service Director of Business Improvement, Human Resources and Communications, and the Service Director of Finance/Section 151 Officer.

- 6.0 **SVER INDIVIDUAL RETIREMENT IN THE EFFICIENCY OF THE SERVICE (PROPOSAL B)**
- 6.1 Selective Voluntary Early Retirement in the efficiency of the service is entirely different to retirement on the grounds of redundancy and will be subject to a forensic examination of the circumstances before release is agreed. Retirement on these grounds will only be granted in exceptional circumstances.
- 6.2 Where there is a case for release in the efficiency of the service, robust evidence will need to be provided in the following areas: -
- Poor health/stress which does not fall into the scope of the 3 tiers of the ill health pension scheme, or
 - Breakdown in trust and confidence which falls short of a breach of contract or
 - Inability to adapt and respond effectively to the pace of change in the organisation.
- 6.3 There must be evidence to support the fact that the application of the Council's policies as they apply to these circumstances is not appropriate i.e. Managing Attendance Policy or Improving Employee Performance Policy.
- 6.4 It should be noted that an SVER agreed under this method do not carry the same requirement to achieve a saving as detailed above (see 5.1) but an assessment should be made of any cashable and non-cashable savings.
- 6.5 Applications for retirement on these grounds should be detailed on a Cabinet Report and will be recommended by the Executive Director with agreement by the Chief Executive, the Service Director of Business Improvement, Human Resources and Communications and the Service Director of Finance/Section 151 Officer, and for approval by the Leader and Cabinet Spokesperson – Corporate Services.

- 6.6 In these circumstances the package would not include a redundancy payment.
- 6.7 However, the Council has a discretion to make an ex- gratia payment, not exceeding the cost of redundancy in circumstances where the proposal forms part of a wider restructure and **the associated costs (known as strain costs, see 5.3.), ex-gratia payment, pay in lieu of notice will generate an overall net costs saving over the first full 3 years following retirement. Any such proposal will require the prior approval of the Service Director, Finance and Service Director, Business Improvement, Human Resources and Communications.**
- 6.8 There is no entitlement to any pension enhancements i.e. added years of service under this scheme.
- 6.9 Pension Augmentation will only be approved in exceptional circumstances. Approval of pension augmentation must be gained from the Service Director of Business Improvement, Human Resources and Communications.

7.0 **REDUNDANCY PAYMENTS**

- 7.1 Statutory redundancy payments are made under the Employment Rights Act 1996. Section 227 states that a redundancy payment should be calculated subject to a weekly earnings limit. The weekly limit is reviewed periodically.
- 7.2 However, current Council policy states that employees who are made redundant regardless of age will receive a Redundancy Payment based on age and length of service up to a maximum of 20 years' service and the calculation will be based on their **actual** weekly salary. Maximum payment equates to 30 weeks' pay.
- 7.3 To qualify for a redundancy payment an employee must have a minimum of 2 years continuous service with the Council or other body contained within the [Redundancy Payments Modifications Order](#) as stipulated in the Continuous Service Provision Guidance.
- 7.4 A [Redundancy Calculation Table](#) detailing the number of week's redundancy entitlement is available via the Human Resources Intranet site or by contacting the appropriate directorate Human Resources Business Partner if access to the Intranet site is not available.

8.0 **CONSIDERATION OF AN SVER/VS**

- 8.1 Prior to any request for SVER or VS is granted, the following factors will be taken into consideration: -
- Whether there is suitable alternative work available within the Council.
 - Whether there are any temporary appointments that might be offered pending the emergence of a more permanent solution.
 - Whether a cost /savings analysis has been undertaken and savings can be identified. The cost/savings analysis will be considered for approval to release figures to the employee.
 - Whether the employee is already in receipt of an offer of employment from another employer, covered by the Redundancy Payments Modification Order, to start within 28 days of the termination of their current employment. If this is the case the employee will not be entitled to receive a redundancy payment.

9.0 **ILL HEALTH RETIREMENT**

9.1 The process for effecting ill-health retirement is well established and is outside the scope of this Policy

9.2 In the case of a possible ill health retirement Managers should refer to the Council's Managing Attendance Policy and seek guidance from their directorate Human Resources Business Partner.

10.0 **PROCESS TO FOLLOW FOR AN SVER/VS**

10.1 Managers should initially seek advice from the directorate Human Resources Business Partner when consideration is being given to allowing an employee to leave under the SVER/VS Policy.

10.2 When an SVER/VS proposal is under consideration the manager should liaise with the Directorate Human Resources Business Partner who will obtain the estimated pension figures from the SYPA and/or estimated redundancy figures from FS Payroll and Pensions.

10.3 These figures should only be requested if there is a clear possibility that the employee may be released for SVER/VS and that consideration has been made regarding all other options (see Section 8).

10.4 Employees should be made aware that any request for figures does not constitute any offer or agreement to SVER/VS. It is an 'expression of interest'.

10.5 When the estimated figures are received the directorate Human Resources Business Partner will carry out a preliminary cost/savings calculation and will inform the (requesting) manager. The manager should then discuss with their relevant Service Director. Under no circumstances should information be released to the employee concerned at this point.

10.6 For **Non Schools** Service Directors will be invited to discuss their proposals with the Service Director of Business Improvement, Human Resources and Communications and the Service Director of Finance.

10.7 For **Schools** Headteachers will be invited to discuss their proposals with The Director of People, the Schools Financial Services Manager and the Service Director of Business Improvement, Human Resources and Communications.

10.8 The Service Director/Headteacher will be asked to discuss the full implications of the proposed release, giving full details of the following:

- Associated Costs/ Savings
- Post Deletions
- Transfer of posts
- Creation of new posts
- Re-grading of existing posts
- Honoraria payments either existing or proposed.
- Any other associated re structuring proposal(s).

- 10.9 Following preliminary cost/savings calculations and preliminary discussions between the appropriate Service Directors, applications for SVER/VS will formally be considered by the SVER/VS Panel.
- 10.10 The SVER/VS Panel will consist of the Service Director of Business Improvement, Human Resources & Communications and the Service Director of Finance/S151 Officer.
- 10.11 If the request for SVER/VS is agreed, the HR Business Partner will inform the relevant requesting manager who should then inform the employee that they can be considered for SVER/VS. The HR Business Partner will then release the estimates to the employee.
- 10.12 If the employee wishes to proceed with their application for SVER/VS they will need to inform the requesting manager and return the signed estimates to the HR Business Partner who will prepare the final Cost/Savings Form and will circulate this in turn to all necessary signatories.
- All SVER/VS paperwork must be authorised by the following signatories:
- 10.13 Finance Manager responsible for the relevant Directorate/Service/School
Service Director Finance/s151 Officer
Executive Director (**Non Schools**) or the Chair of Governors (**Schools**) for Schools
Service Director of Business Improvement, Human Resources and Communications.
Cabinet Spokesperson for Corporate Services.
- 10.14 Following approval the manager should issue the employee with the appropriate letter confirming the termination on the grounds of SVER or VS. Template letters are available from the Directorate Human Resources Business Partner. The template letter contains an acceptance tear off slip which the employee must sign and return prior to any payment being processed.
- 10.15 Following completion of all necessary paperwork the Directorate Human Resources Business Partner will forward all documents to FS Payroll and Pensions and the SYPA where any payments will be processed. All documentation should then be scanned and placed on the employee's electronic record by the Directorate Human Resource Business Partner.
- 10.16 Managers must ensure that any changes made to the structure of the service as a result of the SVER/VS must be approved via a Cabinet report or Delegated Powers report if this change has not already been approved as part of a restructure.

11.0 **EMPLOYEES WHO ARE ABSENT FROM WORK DUE TO LONG TERM ILLNESS**

- 11.1 If an employee is absent from work due to long term illness then those employees should be allowed the same opportunity to be considered for SVER/VS as if they had been attending work. However, SVER/VS should not be used in place of the Managing Attendance Policy for employees who are on long term sick leave and advice regarding this should be sought from the Directorate Human Resources Business Partner.

12.0 **EQUALITY AND DIVERSITY**

- 12.1 This policy has been impact assessed by Human Resources, if on reading this policy you feel there are any equality and diversity issues, please contact your Directorate Human Business Partner who will if necessary ensure the policy is reviewed.

13.0 INCOME TAX AND NATIONAL INSURANCE CONTRIBUTIONS

13.1 Redundancy payments that meet the definition of redundancy under Section 139 of the Employment Rights Act 1996 and any enhanced redundancy payments will be exempt from tax under Section 401 Income Tax (Earnings and Pensions) Act 2003 subject to the £30,000 limit available in respect of the exemption. No national insurance contributions are payable if the payment meets the redundancy condition even if the payments exceed the £30,000 limit.

13.2 Pay in Lieu of Notice (commonly known as PILON) is a complex area. Any PILON paid as a contractual entitlement should be subject to tax and national insurance contributions. HMRC also consider that in some circumstances tax and national insurance contributions are due on PILON even where there is no contractual arrangement. Therefore advice should be sought in connection within any PILON payments made.

13.3 Any other payments due such as holiday pay, unpaid wages etc. will be subject to tax and national insurance contributions at the appropriate rate.

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Document Control

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Brief Reason for Change	Amendment to section 1.5
Version Control	V5.0

BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan.

REPORT OF THE
EXECUTIVE DIRECTOR CORE SERVICES
TO CABINET ON 22 SEPTEMBER 2021

CORPORATE PLAN PERFORMANCE REPORT **QUARTER 1 April-June 2021**

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to introduce the council's new Council Plan Performance Report, drawing upon information available for Quarter 1 (Q1), and to provide an overview of achievement in delivering the priorities and outcomes of the Council Plan 2021 - 24 .

2. RECOMMENDATIONS-

It is recommended that:

- 2.1 **Cabinet review, challenge and scrutinise the contents of the Corporate Performance Report in relation to the delivery of the Corporate Plan priorities and outcomes.**
- 2.2 **The Performance Report is shared with the Overview and Scrutiny Committee to inform and support their ongoing work programme.**

3. INTRODUCTION/BACKGROUND

Our [Council Plan for 2021 to 2024](#) sets out what we aim to achieve over three years. Our plan gives us a clear direction to recover from the COVID-19 pandemic and build our borough back better and fairer. It focuses on how we collectively deliver our services across the council to best support residents, communities, partners and business. It explains what we want to do, how we plan to do it, and how we'll measure whether we're on track to achieve it.

The Council Plan has been developed alongside the work that has taken place for the [Barnsley 2030](#) project through a series of activities with residents, businesses, employees and other key stakeholders across the borough to build a picture of what Barnsley is like now and what we want it to be like by 2030.

We have five new priorities which are supported by 12 Outcomes: 63 Critical Success factors (Key Performance Indicators) have been aligned to the Outcomes to allow us to assess our performance against each Outcome.

Our priorities

- **Healthy Barnsley** – People can access all the care and support they need, at the right time and in the right place.
- **Learning Barnsley** – The opportunities available for young and adult learners mean that everyone can fulfil their learning potential, helping them build the skills they need to get into work and progress their careers.
- **Growing Barnsley** – Barnsley is an inclusive place where everyone can find suitable employment, live in a high-quality home that's right for them, and access the fast and affordable digital resources they need.
- **Sustainable Barnsley** – Protecting our borough for future generations
- **Enabling Barnsley** – Our priority to ensure that our council is modern, inclusive, efficient, productive and high-performing.

Our priorities and outcomes

Barnsley - the place of possibilities			
Healthy Barnsley	Learning Barnsley	Growing Barnsley	Sustainable Barnsley
People are safe and feel safe.	People have the opportunities for lifelong learning and developing new skills including access to apprenticeships.	Business start ups and existing local businesses are supported to grow and attract new investment, providing opportunities for all.	People live in great places, are recycling more and wasting less, feel connected and valued in their community.
People live independently with good physical and mental health for as long as possible.	Children and young people achieve the best outcomes through improved educational achievement and attainment.	People have a welcoming, safe and enjoyable town centre and principal towns as destinations for work, shopping, leisure and culture.	Our heritage and green spaces are promoted for all people to enjoy.
We have reduced inequalities in health and income across the borough.	People have access to early help and support.	People are supported to have safe, warm, sustainable homes.	Fossil fuels are being replaced by affordable and sustainable energy and people are able to enjoy more cycling and walking.
Enabling Barnsley We are a modern, inclusive, efficient, productive and high-performing council			

5. Our new reports

- 5.1 Progress against our priorities and outcomes at the critical success factor level can be viewed via the new council performance dashboard and can be accessed via the link below. It is important to review the quarterly dashboard as it provides a detailed review of each of our Critical Success Factors including a red, amber and green (RAG) rating. This RAG rating is applied to each of our Critical Success Factors (CSF), which tracks our progress to achieving our vision of Barnsley, the place of possibilities.

We have also written a supplementary narrative report which outlines some of the activity that has taken place during the Quarter, but does not go in to detail around performance so needs to be read in conjunction with the dashboard.

Dashboard Link:

<https://app.powerbi.com/view?r=eyJrIjoieYzljOGM1YWQtdGVkZi00MiNmLTg5ZGQtNGNmMTMhOWViNjQ3IiwidCI6ImJhNmEyNDcxLTMzNDAtNDMxNC1hOTY5LTQ4ZDhjZGM0YzRmOCIsImMiOiJh9>

6. Consultations

- 6.1 Consultations have taken place with a number of officers from all Directorates within the council who have contributed to the report and its content.
- 6.2 Consultation has also taken place with all members of the Senior Management Team who have collectively reviewed the report.

7. Risk Management Issues

- 7.1 The report identifies a number of performance issues and risks as an underlying consideration throughout the report under each of the outcomes.

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made.

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**Healthy
Barnsley**

**Learning
Barnsley**

**Sustainable
Barnsley**

**Growing
Barnsley**

**Enabling
Barnsley**

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Barnsley Council Corporate Plan Performance Report

Quarter 1: April – June 2021



Welcome to Our Corporate Plan Performance Report

Our [Council Plan for 2021 to 2024](#) sets out what we aim to achieve over three years. Our plan gives us a clear direction to recover from the COVID-19 pandemic and build our borough back better and fairer. It focuses on how we collectively deliver our services across the council to best support residents, communities, partners and business. It explains what we want to do, how we plan to do it, and how we'll measure whether we're on track to achieve it.

The Council Plan has been developed alongside the work that has taken place for the [Barnsley 2030](#) project through a series of activities with residents, businesses, employees and other key stakeholders across the borough to build a picture of what Barnsley is like now and what we want it to be like by 2030.

We have five new priorities which are supported by 12 Outcomes: 63 Critical Success factors (Key Performance Indicators) have been aligned to the Outcomes to allow us to assess our performance against each Outcome.

Our priorities

- Healthy Barnsley – People can access all the care and support they need, at the right time and in the right place.
- Learning Barnsley – The opportunities available for young and adult learners mean that everyone can fulfil their learning potential, helping them build the skills they need to get into work and progress their careers.
- Growing Barnsley – Barnsley is an inclusive place where everyone can find suitable employment, live in a high-quality home that's right for them, and access the fast and affordable digital resources they need.
- Sustainable Barnsley – Protecting our borough for future generations
- Enabling Barnsley – Our priority to ensure that our council is modern, inclusive, efficient, productive and high-performing.



This report is a supplementary narrative report to the quarterly dashboard which provides more detail in relation to performance for the quarter.

It is important to review the quarterly dashboard report in addition to reading this narrative report, as it provides a detailed review of each of our Critical Success Factors including a red, amber and green (RAG) rating. This RAG rating is applied to each of our Critical Success Factors (CSF), which tracks our progress to achieving our vision of Barnsley, the place of possibilities.

Each CSF falls under one of our 12 Outcomes, which in turn feeds into one of our five priorities (Healthy, Learning , Growing, Sustainable and Enabling Barnsley).

We track the progress of each CSF over the year and report on them quarterly where applicable, and provide commentary on the progress of the indicator. Reviewing the online dashboard will help to provide context on where we are achieving our targets, and where there are areas for improvement.

The online dashboard is available via this link
<https://app.powerbi.com/view?r=eyJrljoiYzljOGM1YWQtZGVkZi00MjNmLTg5ZGQtNGNmMThmOWViNjQ3liwidCI6ImJhNmEyNDcxLTMzNDAtNDMxNC1hOTY5LTQ4ZDhjZGM0YzRmOCIsImMiOjh9>

Our Council Plan Performance Framework.

Across these new Priorities, we have set out the Outcomes that describe our intentions for the next three years, to ensure that we focus on Barnsley as a place of possibilities. Over the next few pages you will read about some of our achievements across the Priorities.

For a detailed review of our progress against each Priority, please take a look at our online dashboard report which is available via:

Barnsley - the place of possibilities			
Healthy Barnsley	Learning Barnsley	Growing Barnsley	Sustainable Barnsley
People are safe and feel safe.	People have the opportunities for lifelong learning and developing new skills including access to apprenticeships.	Business start ups and existing local businesses are supported to grow and attract new investment, providing opportunities for all.	People live in great places, are recycling more and wasting less, feel connected and valued in their community.
People live independently with good physical and mental health for as long as possible.	Children and young people achieve the best outcomes through improved educational achievement and attainment.	People have a welcoming, safe and enjoyable town centre and principal towns as destinations for work, shopping, leisure and culture.	Our heritage and green spaces are promoted for all people to enjoy.
We have reduced inequalities in health and income across the borough.	People have access to early help and support.	People are supported to have safe, warm, sustainable homes.	Fossil fuels are being replaced by affordable and sustainable energy and people are able to enjoy more cycling and walking.
Enabling Barnsley		We are a modern, inclusive, efficient, productive and high-performing council	

1. People are safe and feel safe
2. People live independently with good physical and mental health for as long as possible
3. We have reduced inequalities in health and income across the borough

Healthy Holidays



Our good food boxes were available over the Easter and spring half term holidays. They contained ingredients to make delicious and healthy meals for at lunchtime over the school holidays. They're funded by the Department for Education. They contain high quality fruit and vegetables, bread, cereals and potatoes to help you create nutritious lunches. The boxes also contained an activity pack which includes lots of healthy activities for you and your child to enjoy over the school holidays.

Children's Social Work health check

Each year we ask our social work workforce to share their views about the council and the environment in which they work.

Some of the highlights of this year's survey include:

- 98.8 feel that Barnsley is a good place to work all or most of the time
- 97.6 feel positive about their role with Barnsley children and family services
- 97.6 agree that the organisation is a learning organisation with a positive learning culture
- 97.6 agree that communication between staff and managers is effective

We remain an employer of choice, and 2020 has been our fourth consecutive year of having zero Agency Social Workers.

COVID 19 Vaccination Under 40 Years

The Barnsley Vaccination Community Engagement Group has identified key areas for vaccination focus as defined by our local intelligence Groups include; migrants, maternity/sexual health services, young adults (age 18 +), young people (up to 18), men under 40, geographical areas and workplaces.

Vaccination data, as at 10th August 2021, suggests that 84% (171,934) of Barnsley residents aged 18 and over have had a first dose and 74.5% (152,583) have had a second dose.

Take up of vaccinations in the age groups 18 to 35 are around 67% on 3rd August 2021.

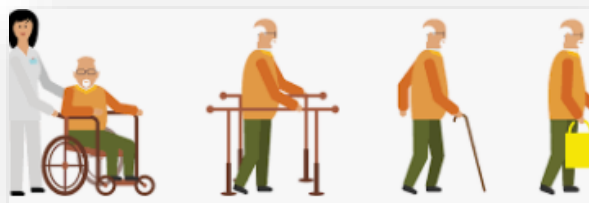
Team Talk

Reds in the Community are launching a brand new programme, Team Talk, designed to support the mental well-being of men in Barnsley through social activities and chats with like-minded people.

We fund the initiative to create a place where men can meet, open up, take some time out and talk about things in a relaxed and supportive environment.

"I am smiling underneath my mask"

This was a quote from one of the staff asked about her role as a Reablement worker. Working within very strict health and safety policies and until recently social distancing guidelines Reablement has continued to be a cornerstone to the way Barnsley is responding to the Pandemic. With a focus on getting people home and building their independence, 52% of people in June had no on-going support needs after support from team. The team has worked in partnership with the Hospital and community health teams to support hospital discharges and relieve capacity pressures in the community.



A day in the life of... Director of Public Health Annual Report

Back on Tuesday 3 November 2020, we asked people who lived and worked in Barnsley to complete a diary entry for that day, recording their thoughts and feelings about their mental and physical health. The diary entries have been read and analysed to create the Director of Public Health report 2020. This year the report focused on the impact of the Coronavirus pandemic on our lives.

We received 320 entries, and six key themes were identified:

- Having good mental health and positivity
- Keeping our spirits high
- The importance of a good job and work-life balance
- Our connections with others
- Helping each other and community spirit
- Our self-care

The findings are backed up with anonymous quotes from residents. The quotes showed a range of experiences and emotions, including sadness, boredom, isolation and fear - but also love, care, hope and connection.



Learning Barnsley

4. People have the opportunities for lifelong learning and developing new skills including access to apprenticeships
5. Children & young people achieve the best outcomes through improved educational achievement & attainment
6. People have access to Early help and support



The Power of Learning on Mental Health

The Wellbeing Team within Adult Skills and Community Learning are working hard to support learners in developing improved wellbeing and mental health. Through creative activities including art, sugar craft and sewing as well as positive thinking classes, learners develop new skills, become more active, connect with and support others and learn to pay attention to the present. Research and experience shows us this can have an amazing impact.

In her recent feedback, one learner told us;

"If I can do it anyone can, from not seeing a future and wanting to end my life at worst, to feeling life has never been better this is who I am and what I want to do."

The barriers created by mental ill health and wellbeing issues can have an enormous impact on our lives and now, more than ever before, we need to be supporting those in our community to find the strength to work towards overcoming them. Every step a learner takes makes a difference from growing the confidence to converse with others, to developing the motivation and resilience needed to move on to further learning or employment.



Our libraries support World Book Night

World Book Night is the annual celebration of books and reading that brings people from all backgrounds together for one reason – to inspire others to read more. World Book Night is presented by The Reading Agency in partnership with Specsavers.

Reading can have a positive impact on mental wellbeing, and this year, as part of the celebration, Barnsley Libraries have delivered 160 copies of *Stories to Make You Smile*, a collection of uplifting short stories, to Barnsley Hospice and Barnsley Hospital staff, with help from the Barnsley Hospital Library, Knowledge & Information Service. These books will be distributed to the amazing staff, who have worked so hard and tirelessly during the past year.

96.9% of Barnsley children get their first choice of secondary school this year

The largest percentage of first choice offers achieved in recent years led to families across Barnsley celebrating the excellent news that their child had secured their preferred choice of Secondary School.

The increase to the use of the online process for families has led to a more streamlined, and effective approach and as a result of the effective partnership working between the Schools Admissions team and Secondary Schools, 2607 children received their first choice.

LGA Apprentice of the Year event

Casey, our Learning and Development Apprentice, recently took part in the LGA Apprentice of the Year event. It was an exciting opportunity to learn, network and showcase her skills with other apprentices. You can read Casey's full story here.



Operation Encompass approved by 100% of schools in Barnsley

This is a national incentive which ensures that safeguarding leads in schools are made aware when a child is a risk from domestic abuse within a 24 hour period. Schools already work hard to ensure that safeguarding takes place, but by working collectively together, we can ensure that children are supported and their behaviour and actions are understood.

Signing up to the initiative reflects the commitment from everyone involved to further safeguard and protect our children and young people.

Growing Barnsley

7. Business Start ups & existing local businesses are supported to grow and attract new investment providing opportunities for all
8. People have a welcoming safe and enjoyable town centre and principal towns as a destination for work, shopping, leisure and culture
9. People are supported to have safe warm and welcoming homes



New HQ building takes shape for multiple services provider

Work is progressing on a new HQ building for industry leaders USL at the Enterprise 36 industrial park in Tankersley, Barnsley.

USL Group provides services to the telecoms, utilities, construction and energy sectors.



Barnsley posts UK's strongest growth in job opportunities

A study of 63 cities and large towns by think tank Centre for Cities found that job postings now exceeded pre-pandemic levels in nine locations, led by Barnsley, with a 21% rise in the number of job ads tracked. The parcel company [Hermes is building its largest warehouse in Europe](#) in the town, spending £60m on a distribution hub named Colossus near Junction 36 of the M1 and creating 1,300 jobs. Asos also has a large warehouse just outside the town.

Planning Award for the Glassworks

The Glass Works has been crowned the winner at the prestigious Regeneration Award at the Planning Awards 2021.



The Awards, which are organised by the industry leading planning resource for town planning professionals in the UK, are one of the most coveted and respected awards within the property industry and reward excellence in professional planning work, placemaking, urban design, economic development and regeneration.

The judges said that the Barnsley town centre scheme was *"a great example of how strategic development and targeted investment can play a huge part in revitalising a local economy"*.

Barnsley Economic Renewal Plan



A £2m economic recovery programme to help Barnsley's communities and businesses bounce back from COVID-19 and adapt to the changes it will leave has been approved. The programme is designed to help both protect existing jobs and bring new jobs to the borough by supporting economic recovery in the short and medium-term. This will be achieved through a package of immediate interventions to help stabilise the local economy and return it to growth.

Principal Towns – Shop Front Scheme

Throughout Quarter 1 there have been a further 41 shops sign up to the shop front grant scheme, taking the total number of shops completed or with a funding agreement to just over 450. Barnsley Libraries are excited to be able to share the news that over the last few weeks, they have been updating their signage as part of this scheme



BMBC Acquisitions programme



Last financial year's acquisitions programme was hugely successful, with the £3M budget fully utilised acquiring 28 properties across of a range of property types in areas of housing need. A third of these were highly energy-efficient new-build homes. In addition to increasing the overall provision of affordable housing stock within the borough, one of the key objectives of the programme is to add properties for which there is a specific need not met by the existing stock profile.

Fantastical Beasts

Barnsley's Fantastical Beasts visited Barnsley town centre between 29 May and 13 June. Eight giant willow beasts inspired by local legends were hiding in various locations of the town centre. The free trail started at Barnsley Town Hall and a special bonus beast was located at the Metrodome.



Barneslai Homes has a particular demand for larger family homes, larger bungalows and properties which are suitable for adaptation. These property types featured in last year's acquisitions and will continue be a key focus for this financial year

Sustainable Barnsley

10. People live in great places, are recycling more and wasting less, feel connected and valued in their community
11. Our Heritage and green spaces are promoted for all people to enjoy
12. Fossil fuels are being replaced by affordable and sustainable energy & people are able to enjoy more cycling and walking



Sustainability & climate Change Team Celebrate Earth Day

Barnsley Council's Sustainability and Climate Change team are celebrating Earth Day today to demonstrate our support for environmental protection. We're doing this by making our own pledges to cut our own personal carbon emissions to contribute to a more Sustainable Barnsley!



Community Litter Pick for World Earth Day

Worsbrough Environmental Group organised a community litter pick/ environmental work day on World Earth Day.

Worsbrough Tidy group had already identified an area that was desperately in need of cleaning up but went beyond their capacity. With help from other services and organisations the area was cleaned up to a manageable state that local residents and the Tidy Group could keep on top of. The group identified key services that could support either before or on the day, including Kingstone Ward Alliance as the area identified ran into the Kingstone Ward.



Electric Vehicles in Council Fleet

Cabinet have approved the replacement of 11 more petrol and diesel vehicles in the council's fleet with ultra low emission vehicles (ULEVs). It takes the number of electric vehicles in the council fleet from 30 to 41. Where it isn't possible to replace vehicles with ULEV, for example with very large vehicles such as refuse collection vehicles, these will meet the very latest emissions standards. A further 55 vehicles will be ordered on behalf of Berneslai Homes, seven of which will be ULEVs.

This was made possible by the installation of electric vehicle charging points for up to 30 vehicles at the council's Smithies depot last year. All the electricity to charge the vehicles is purchased through the council's 100 per cent renewable electricity tariff.

The new batch of vehicles, including those ordered for Berneslai Homes, will give a reduction in tailpipe emissions of 75 per cent compared to the vehicles they replace. This helps the council work toward its goal to achieve carbon net-zero by 2040.



New Site of special interest



A cluster of sites along the River Dearne and its tributary the River Dove, including our own Worsbrough Mill and Country Park, has been officially recognised as a Site of Special Scientific Interest by Natural England.

Natural England has officially notified that the Dearne Valley Wetlands is a SSSI for its nationally important bird species, including the willow tit, as well as wetland birds such as bittern, garganey, lapwing, redshank and avocet.

The SSSI links different pockets of valuable habitat in the Dearne Valley area between Pool Ings near Royston in the north, a large area between Worsbrough in the west, and Adwick Washland in the east.

Natural England worked with a number of organisations on the SSSI proposal, including the RSPB, Yorkshire Wildlife Trust, Garganey Trust, Environment Agency, Barnsley, Rotherham and Doncaster councils, together known as the Dearne Valley Green Heart Partnership.

Cllr Tim Cheetham, Cabinet Spokesperson for Regeneration and Culture, said: "This designation demonstrates that through much hard work and commitment, it's possible to see tremendous recovery of habitats and animals in areas where more than a century of industry has weighed heavily on the landscape.

"We are now able to look forward to further recovery of our natural environment alongside further growth of our economy, through sustainable development and enhancement of this SSSI going hand-in-hand."

Enabling Barnsley

Our council is modern, inclusive, efficient, productive and high-performing

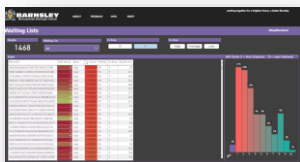


Silver Well at work award

We've been awarded the Silver BeWell@Work Award as part of our ongoing commitment to improving our employees' health and wellbeing, and we are well on the way to achieving the Gold level.

The South Yorkshire BeWell@work Award is designed to help businesses work towards and develop good practice in workplace health and wellbeing. It helps organisations create a culture that aligns with their overall business goals, enhances reputation and helps make an organisation a great place to work. This is a fantastic achievement and couldn't be made possible without the work carried out by the Wellbeing Stakeholder group in putting together the Pulse surveys and developing and implementing the action plans. This is a great example of our value 'We're a team'.

Vulnerability Index Development



We undertook a short project as a 'proof of concept' for our plans to extend the application of a 'vulnerability index' to alternative use cases – in this case working with the CCG to understand whether the tool could be useful for prioritising outpatient waiting lists at the hospital. We developed the technical components and database architecture required to build the index in a more generic way, such that it can be applied more easily to alternative use cases in the future. We also worked with the Information Governance team to understand the barriers and opportunities to data sharing. Our conclusion was that the tool could be extremely useful in this (and other) context(s), and we will work collaboratively with the CCG to iterate the product in the future.

SMART WORKING PRINCIPLES

Hybrid approach	Barnsley is per office	Wellbeing focused environment	Customer centric first	Values	Digital innovation
Where possible, to enable employees of all levels to work in a range of locations to meet business needs.	Establish Workhubs as the new home centre office locations.	A focus on physical and mental wellbeing.	Always putting the customer first.	Taking an outcomes and task based approach.	Services are digital by default.
Creating workplaces to suit the needs of employees that work for workday.	Creating great workplaces across Barnsley's communities.	Prioritising mental collaboration.	To create the best possible services.	To continuously improve our processes.	Innovation is the use of technology.
To recognise and protect the impact staff have on the local economy.	Work with partners across the borough to co-produce solutions.	Making sure our workplaces benefit the environment.	To lead by example with our democratic services.	Ensuring fairness within and between teams.	Workplaces are managed digitally, so they are flexible and well-used.

agreed objectives and outcomes. A Separate BU6 Task and Finish Group has been set up to address their specific issues.

Change Management engagement sessions have been delivered to managers and employees and Smart Working Masterclasses delivered by IODA, over 1800 attendees. A Workspace Procurement & Design route has now been agreed and new furniture install being progressed on Level 1 Westgate. A New M365 based Booking System is now in development with Agilisys

Work Smart

Our programme of work to define our new ways of working has moved on significantly in Quarter 1. We are progressing a range of workstreams across the People, Workspace, and Digital and continue to monitor and review our progress via Smart Working Board. Smart Working Principles have been agreed with SMT and BLT and the Smart Working Policy drafted and agreed. We have Set up a Localities Theme and

Social Media Reach

The investment in our social media channels is clearly paying off. The positive engagement data is testament to the work of the Communications and Marketing team and the engaging content they're creating to target information on our channels.

For Quarter 1 the total number of people engaged on Twitter was 11,338 and the total number of people engaged on Facebook (Likes, shares and comments) was 104,197.



Test and Trace Payments

We have received 1,132 applications for the test and trace support scheme in the first quarter of 21/22 of which 602 claims have been successful, paying out £301,000 to the community of Barnsley.

Test and Trace support payments

From Monday 28 September, anybody that tests positive for Coronavirus (COVID-19) or is contacted by the NHS Test and Trace service must self-isolate by law.



A Thank You from the Office of National Statistics

The Office for National Statistics (ONS), thanked the council and everyone who has been involved in supporting this process and for your contribution to its success. This was a truly collaborative piece of work from colleagues across the council who provided information linked ONS with key contacts in private and voluntary sectors, attended the planning group meetings and provided data & information.



Jason Zawadzki, Deputy Director of 2021 Census Operations said: "I would like to thank you for your support over the last few months; it has been invaluable to us and contributed to the high response rates we have achieved. Your support in the lead-up to Census 2021 and in the period around Census Day has helped boost return rates.



KEY ACHIEVEMENTS AND ACTIVITIES

THE TIMELINE BELOW SHOWS SOME OF THE KEY ACHIEVEMENTS AND ACTIVITIES THAT TOOK PLACE DURING QUARTER 1 (APRIL - JUNE 2021).

PRIORITY	APRIL	MAY	JUNE
Healthy Barnsley	Good Food Boxes support families to stay healthy over Easter	What's Your Move website launched to help improve physical activity levels	School Street road closure project celebrates Clean Air Day 2021
Learning Barnsley	93% of children get their first choice of primary school	SEND Preparation for Adulthood Strategy discussed at cabinet	Barnsley schools invited to virtual Climate Change Conference
Sustainable Barnsley	Approval sought for more electric vehicles	Dearne Valley Wetlands designated Site of Special Interest	Work of volunteers celebrated during Volunteers Week
Growing Barnsley	Let's Get Barnsley Back in Business campaign launched	Fantastical Beasts visited the town centre	The Glassworks wins a major national regeneration award
Enabling Barnsley	Barnsley's roadmap out of lockdown plan published	New Council Plan 2021-24 launched	Barnsley 2030 Plan launched

BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

**Report of the Executive Director – Core Services &
Service Director – Finance (Section 151)**

CORPORATE FINANCE PERFORMANCE QUARTER ENDING 30TH JUNE 2021

1. Purpose of the Report

- 1.1 To consider the financial performance of the Authority during the first quarter ended 30th June 2021 and assess the implications against the Council's Medium-Term Financial Strategy (MTFS).
- 1.2 This report also provides an update on the ongoing impact of COVID-19 on the Council's 21/22 budget and beyond.

2. Recommendations

- 2.1 It is recommended that Cabinet:

CORPORATE FINANCE PERFORMANCE

- **Note the forecast 21/22 General Fund overspend of £22 Million, mostly comprised of the ongoing impact of COVID-19;**
- **Note the current 21/22 forecast of a balanced position on the Housing Revenue Account;**
- **Note the overall net impact (after all specific Government funding) of £6.6M;**
- **Note that this net impact will be funded from resources previously set aside within the 21/22 budget;**
- **Approve the write off of historic bad debts totalling £0.594M.**

CAPITAL PROGRAMME PERFORMANCE

- **Note the forecast position on the approved Capital Programme;**
- **Note the ongoing review of the capital programme.**

TREASURY MANAGEMENT

- Note the key messages from the Council's Q1 Treasury Management activities.

3. Overall General Fund Position to the Quarter Ending June 2021

The COVID-19 pandemic is placing a significant strain on the 21/22 revenue budget. The Council is currently reporting an overall projected General Fund revenue overspend for 21/22 of £22M. This is comprised of a forecast overspend on Directorate budgets of £17.8M, and a £4.2M overspend on Corporate budgets.

This position is summarised below with further detail provided where appropriate.

Directorate	Approved Net Budget 2021/22	Projected Net Outturn 2021/22	Variance	Variance Split by:		
				Covid Costs	Covid Income Lost	Business as Usual
	£'000	£'000	£'000	£'000	£'000	£'000
Children's	35,919	38,476	2,557	584	0	1,973
Place	44,798	50,895	6,098	3,623	2,166	309
Adults & Communities	61,974	67,212	5,238	6,719	0	(1,480)
Public Health*	3,694	7,550	3,856	3,856	0	0
Core Services	19,987	20,036	49	140	494	(585)
Service Totals	166,372	184,169	17,797	14,921	2,660	217
Corporate / General Items	20,216	24,423	4,207	4,207	0	0
Sub Total – Council	186,588	208,592	22,004	19,128	2,660	217
HRA	73,098	73,098	0	0	0	0
TOTAL	259,686	281,690	22,004	19,128	2,660	217
COVID-19 Funding	0	-15,871	-15,871	0	0	0
TOTAL			6,133			

* The Public Health outturn includes the cost of the Council's outbreak control, specific funding for which has been received and included in the total Covid 19 Government funding.

- 3.1 The revenue outturn position as at June 2021 is currently reporting a forecast overspend of £22.0M. This overspend is predominately as a result of the ongoing impact of COVID 19; this being summarised in the tables below with further detail provided in the individual Directorate updates in Section 5.

COVID-19 Expenditure

DIRECTORATE	Description	2021/22
		£M's
Children's	Additional Social Workers	0.584
Place	Waste costs, building security and cleaning costs, kick start and business support	3.623

Adults & Communities	Support to the care market and infection control	6.719
Public Health	Outbreak control	3.003
Core Services	IT costs	0.140
Corporate / General Items	Business Support, additional resourcing / resilience, PPE and insurance costs	5.059
	TOTAL	19.128

COVID-19 Income losses

DIRECTORATE	Description	2021/22
		£M's
Place	Car parking, rent relief on commercial properties, training / course fees, culture and sport fee income	2.166
Core	School meals / catering income	0.594
	TOTAL	2.660

- 3.2 The above income shortfall excludes any losses in relation to core taxation (council tax and business rates) where provision has previously been made as part of the 21/22 budget setting process. Council tax collection is currently forecast to be in line with the target of around 96%. However, there is currently a shortfall forecast in business rates collection of 2.4% (current collection rate of 95.09% against a target of 97.5%) which is partly explained by the reduction in reliefs in this financial year. This will be monitored closely as we progress through the remainder of the year.
- 3.3 The overall overspend (£22.0M) will be funded from a combination of specific Government funding received for COVID 19 (£15.9M - see below) with the balance (£6.1M) being funded from resources set aside within the 21/22 approved budget.

COVID 19 Government Support

- 3.4 Government have provided financial support to help Council's through the pandemic. To date, a total of £15.9M of funding is available to support the ongoing costs of COVID 19 in this financial year. This funding is further analysed in the table below:

Support Type	£M	Purpose	Conditionality
Emergency COVID Funding	£5.837	General funding to help councils respond to the pandemic.	No specific conditions attached.
Infection and Prevention Control	£2.632	Funding to help control and prevent infections in care home settings.	Funds required to be spent by 30 th September [on specific interventions].
Outbreak Control & Management	£3.595	Mitigation and management of local outbreaks of COVID-19.	To be used by 31 st March 22 [on specific interventions].
Test and Trace Support	£1.094	Provision to manage the test and trace support programme in Barnsley.	To be used by 31 st March 22 [on specific interventions].

Test and Trace Self Isolation Support	£0.809	Funding to provide financial support to those required to self-isolate.	This funding expires 31 st March 22.
Local Support Grant	£1.116	Funding is to provide support / welfare assistance; specifically, with food & utility costs.	Time limited and specific funding conditions apply.
Income Compensation	£0.400	Compensation for income losses in Qtr. 1 of 21/22.	Subject to final claim which is yet to be submitted.
Community Champions Grant	£0.127	Funding to engage with BAME's and the disabled re Covid.	
Practical Support Grant	£0.261	Practical support for those who are self-isolating e.g. to help with services such as shopping, counselling, befriending, dog walking etc.	
TOTAL	£15.871		

- 3.5 There remains a modest risk of clawback / grants being repaid to Government where timeframes / grant conditions are not met. Specifically, the monies received for Infection and Prevention Control within care settings is predicated on individual care providers evidencing spend on eligible items within the timescales set by Government. Although this is largely outside of the Council's control, colleagues in Adult Social Care and Finance continue to work closely with providers to ensure this funding is maximised as far as is possible.
- 3.6 It remains possible that Government support will be inadequate to cover the full cost of responding to and recovering from the pandemic during this financial year. To mitigate against this risk Cabinet approved the setting aside of specific funding within the 21/22 budget.
- 3.7 This forecast is considered prudent based on the latest 'roadmap to recovery' although this will be kept under close review given the fluid position. To the extent that the above position improves resources may be released for other priorities and / or to support the wider recovery from the pandemic.

CRITICAL SUCCESS FACTORS

- 3.8 The following Critical Success Factors [CSF] measure the financial and commercial performance of the new Council Plan [21-24]:

ID	Critical Success Factor	Q1 Target	Q1 Actual	Q1 Narrative
EB02	% of borrowing to net budget	9.5%	9.37%	The % of debt borrowing costs to net expenditure is higher than previous years due to the requirement to borrow to fund the Glassworks. On the advice of the S151 Officer borrowing outside of

	This indicator shows how much of the Council's budget is being used to fund debt costs.			already approved priorities should be minimised pending the CSR / confidence that risks attached to the funding of debt have been minimised.
EB03	Performance against overall budget This indicator measures the Council's overall financial performance.	100%	88%	The forecast outturn against budget at Q1 is an overspend of £22M or 11.8% over budget. This mainly relates to the ongoing impact of COVID 19. This overspend is fully funded from a combination of grant monies and a separate provision set aside in the 21/22 budget. However, all services should now return spending to within core budgets as the impact of the pandemic subsides. The S151 Officer has requested Executive Directors to establish action plans to mitigate all identified business as usual spending pressures.
GB07	% occupancy of commercial premises This indicator shows how many commercial business properties within Barnsley are currently empty (vacant)	8.8%	9.9%	Total Number of commercial properties per business rate listing is 6,039. Currently 5,442 are occupied (90.1%) and 597 (9.9%) are empty. Some of this is directly related to COVID 19.
	Business Rates Collection Rate This indicator shows the % collection rate against the budget for business rates income	97.5%	95.1%	Business Rates collection is currently forecast to be lower than target due to: - A significant ratepayer (2 nd largest in the Borough) did not make a payment during Q1 reducing the forecast by 0.62%. Payments were subsequently brought up to date in Q2. The entitlement to extended retail leisure and hospitality relief has reduced from 100% to 66% from 1 July 2021 increasing the net collectable debit. The forecast has been updated to reflect the potential risk of non-collection which will be closely monitored over the remainder of the year.
	Council Tax Collection Rate This indicator shows the % collection rate against the budget for council tax income	96%	96.8%	Council Tax collection remains in a strong position and the number of localised council tax support applications has stabilised in Quarter 1. This will be monitored closely as there remains a risk of non-collection / reduced net collectable debit as the furlough scheme is phased out.
EB05	Performance Against Commercial Income Target Holistic overview of all commercially traded income across the council.	100%	88%	A shortfall in commercial income is forecast as a direct result of the ongoing impact of COVID 19. For example, car parking income is predicted to be 20% short of overall target. This and other commercial income streams may improve as we exit restrictions though this will be kept under scrutiny during the remainder of the year.
EB08	Proportion of expenditure with local suppliers The amount of influenceable BMBC expenditure with	30%	34%	£24.1m of influenceable spend with local suppliers against a total spend of £71.5m as at Q1.

	companies that have a Barnsley postcode and therefore meet our local supplier definition. This ties in with our Inclusive Economy agenda to aid economic growth within the Barnsley area.			
HB17	Numbers on local council tax support The number of households claiming Local Council Tax Support.	21,000	23,498	There has been a small reduction in claimants on Local Council Tax Support (LCTS) during the Quarter. However, the number of LCTS claimants remains significantly higher than pre- pandemic levels indicating that jobs / incomes continue to be severely impacted by the pandemic . The current level of claimants is currently being reviewed to ensure there is still an entitlement to LCTS.
	Implementation of Agreed Management Actions	TBD	TBD	This KPI is reported annually.

DIRECTORATE UPDATES

- 3.9 Council services are forecasting a **significant overspend for 21/22 of £17.8M**. This is made up of £17.6M of costs relating to the impact of COVID-19, combined with operational overspends of £0.2M. Details of variances have been split between existing business as usual activities and those relating to COVID-19.

Children's Services Directorate

- 3.10 The Children's Services Directorate is currently forecasting an **overspend of £2.557M**, of which £0.584M is related to COVID-19 pressures, combined with a £1.973M operational overspend.

Children's Services Directorate	Approved Net Budget 2020/21 £'000	Projected Net Outturn 2020/21 £'000	Variance £'000	Variation Split by:		
				Covid Costs	Covid Income Lost	Business as Usual
				£'000	£'000	£'000
Education, Early Start & Prevention	7,602	7,726	124	0	0	124
Children Social Care & Safeguarding	27,688	30,122	2,433	584	0	1,849
Sub-Total	35,290	37,848	2,557	584	0	1,973
Schools	629	629	0	0	0	0
Total – People	35,919	38,476	2,557	584	0	1,973

COVID-19 Costs - £0.584M

- 3.11 A total of **£0.584M** in additional costs are forecast which is attributable to the recruitment of additional Social Worker resource to address increased caseloads brought about by the pandemic.

COVID-19 Income

3.12 The Directorate is not anticipating any COVID 19 income losses.

Business as Usual

3.13 The Children's Services Directorate is forecasting an overspend of £1.973M.

3.14 Children in Care remains an area of concern with a projected overspend of £0.744M. Barnsley's Looked After Children [LAC] population is currently 21 above the target. External residential care is overspent due to several high-tariff placements, combined with an increase in foster care placements. The increasing complexity of the needs of the children is making it more difficult to find appropriate placements and explains the high unit cost (one recent placement costing up to £12k a week as compared to the more usual £3.5k p/w). In addition, there is also slippage in developing the new residential children's home which has resulted in several looked after children staying longer in other higher cost placements than originally envisaged.

3.15 There is also an overspend in Children's Assessment and Care Management [£0.727M] due to the increased cost of one off legal / external counsel support as a result of a rise in care proceedings, combined with an increase in Section 17 support payments.

3.16 Children's Disability & Short Breaks is forecasting an overspend of £0.467M due to an increase in the number of support packages being provided to families with disabled children (18 more since April 2020) combined with a reduction in CCG contributions and increased Section 17 payments.

3.17 Finally, an overspend of £0.124M is forecast within Education, Early Start & Prevention relating to reduced trading income in Inclusion Services [lower income from schools relating to Education Psychology and SEN Support Services], offset partly by vacancies within the Service.

Place Directorate

3.18 The Place Directorate is forecasting an **overspend of £6.098M**, the majority of which (£5.789M) is COVID-19 related.

Directorate	Approved Net Budget 2021/22 £'000	Projected Net Outturn 2021/22 £'000	Variance £'000	Variation Split by:		
				Covid Costs	Covid Income Lost	Business as Usual
				£'000	£'000	£'000
Regeneration & Culture	14,014	17,527	3,513	2,177	1,336	0
Environment & Transport	30,783	33,368	2,585	1,446	830	309
Total Place	44,797	50,895	6,098	3,623	2,166	309

COVID-19 Costs

- 3.19 Regeneration and Culture are forecasting additional costs of £2.177M associated with COVID-19. These include costs associated with extending the Kick Start programme (£0.600M), property related / building adaptations to support strict Government guidelines through to the end of September 21 (£0.531M), additional staffing across the Business Unit (£0.380M), costs associated with a return to adult learning (£0.105M), conducting business health checks (£0.176M), counter terrorism measures (£0.082M) and providing Digital Services (£0.050M).
- 3.20 The pandemic has also resulted in a delay to the town centre buildings review and the delivery of a 21/22 planned efficiency saving (£0.253M).
- 3.21 Environment and Transport continue to incur significant additional costs (£1.446M), primarily due to additional agency / overtime and vehicle costs as a result of ongoing social distancing measures [at Q1] and to provide cover for those staff required to self-isolate (£1.162M). There have also been additional costs incurred at HWRC sites (£0.216M) and additional staffing costs within Street Cleaning and Bereavement Services (£0.068M).

COVID-19 Income

- 3.22 Regeneration and Culture currently forecast a shortfall in income of £1.336M reflecting rent relief provided to support businesses whilst they fully re-open. A shortfall in fees and charges income within Employment and Skills and across the Council's cultural offer is also forecast.
- 3.23 Environment and Transport are anticipating income losses of £0.830M. These losses are predominately associated with an ongoing loss of car parking income (£0.747M). In addition, there are shortfalls anticipated within commercial waste, rental income from fairs / circuses and contributions to day care transport (£0.083).

Business as Usual

- 3.24 Regeneration and Culture are reporting a balanced position on BAU. There is an overspend forecast on the general running costs and under occupancy of buildings (£0.452M) which is currently offset by vacancy management (£0.420M) and underspends on various other items (£0.032M).
- 3.25 Environment and Transport is reporting an overspend of £0.309M mainly due to increased agency and transport costs within the Commercial / Bulky Waste Service, combined with a shortfall in anticipated highways fee income as a result of civil engineering staff vacancies.

Adults & Communities Directorate

- 3.26 The Adults & Communities Directorate is forecasting an **overspend of £5.238M**, of which £6.718M relates to COVID-19 pressures, offset by operational underspends across the Directorate of £1.480M.

Directorate	Approved Net Budget 2019/20 £'000	Projected Net Outturn 2020/21 £'000	Variance £'000	Variation Split by:		
				Covid Costs	Covid Income Lost	Business as Usual
				£'000	£'000	£'000
BU02 – Adult Social Care & Health	55,223	57,890	2,667	3,815	0	(1,148)
BU08 – Safer, Stronger & Healthier Communities	6,751	9,322	2,571	2,904	0	(332)
Total for Directorate	61,974	67,212	5,238	6,718	0	(1,480)

COVID-19 Costs

- 3.27 Additional costs of £3.815M are estimated in relation to continued COVID 19 support for adult social care / care providers. This includes; general support payments to care providers £1.183M, infection control measures £1.563M and support for rapid lateral flow testing within care settings £1.068M.
- 3.28 The Directorate also continues to provide support to the most vulnerable at an estimated cost of £2.904M. This includes providing financial hardship support; ongoing resourcing of the emergency contact centre, funding for charities and voluntary organisations, self-isolation payments and providing food parcels during school holidays (£2.656M). In addition, ongoing support is being provided for the homeless and rough sleepers (£0.248M).

COVID-19 Income

- 3.29 The Directorate is not anticipating any COVID 19 income losses.

Business as Usual

- 3.30 The forecast underspend is mainly due to vacancy/staff turnover savings and reduced operating spend (£1.141M) across a number of services / teams within the Directorate (social worker teams; Reablement; Day Services; and Safe Communities team). This is partly offset by pressures in the Library Service due to not charging for fines (£0.100M). Forecast spend on adult social care provision (i.e. residential / nursing care, Homecare, etc) is currently on target against the budget, however, an increase in client contribution and claw back of direct payment surplus balances is forecast for the year (£0.439M).

3.31 The above reported position, assumes the full commitment of the resources carried forward from 2020-21 and earmarked for specific programmes (e.g. Better Lives Programme) and spend commitments.

Public Health

3.32 Public Health is forecasting an **overspend of £3.856M**, all of which relates to COVID-19 pressures.

Directorate	Approved Net Budget 2020/21 £'000	Projected Net Outturn 2020/21 £'000	Variance £'000	Variation Split by:		
				Covid Costs	Covid Income Lost	Business as Usual
				£'000	£'000	£'000
Public Health	3,694	7,550	3,856	3,856	0	0

COVID-19 Costs

3.33 The Directorate is responsible for delivering the Council's outbreak control plan to support the detection and prevention of COVID 19 across the Borough. Specific funding allocations totalling £4.690M have been provided by Government to support these costs together with costs currently recorded against other directorates (e.g. social distancing in public buildings and waste services) which are included within the Council's overall costs reported for COVID 19.

COVID-19 Income

3.34 No income losses are anticipated associated with the COVID 19 pandemic.

Business as Usual

3.35 A balanced position is forecast for business as usual activities within the Directorate. A detailed review and re-configuration across the Public Health Directorate is currently underway to ensure resources are aligned to priorities in a sustainable way. The outcome of this will be reported in future updates.

Core Directorate

3.36 The Core Services Directorate is forecasting a **minor overspend of £0.049M**, of which £0.634M relates to COVID-19 pressures, offset by operational underspends of £0.585M.

Directorate	Approved Net Budget 2020/21 £'000	Projected Net Outturn 2020/21 £'000	Variance £'000	Variation Split by:		
				Covid Costs	Covid Income Lost	Business as Usual
				£'000	£'000	£'000
IT	6,851	6,971	120	120	0	0
Finance	2,859	2,920	61	0	340	(279)
Business Imp, HR & Comms	4,984	4,818	(166)	16	54	(236)
Legal Services	1,219	1,371	152	0	100	52
Council Governance	4,073	3,955	(118)	4	0	(122)
Total – Core	19,987	20,036	49	140	494	(585)

COVID-19 Costs

3.37 Additional cost pressures of £0.140M relate to additional spend on the Digital First SAP Success Factors project which has been delayed due to the pandemic, combined with additional costs for Occupational Health Unit referrals.

COVID-19 Income

3.38 The Core Directorate is anticipating income losses of £0.494M, predominately related to reduced income from school meals because of school / bubble closures (£0.340M). Other losses relate to a shortfall in court fee income due to reduced activity (£0.100M) and training fee income within Health and Safety / other minor income losses (£0.054M).

Business as Usual

3.39 An operational underspend of £0.585M is forecast, which is mainly comprised of staff turnover and vacancy management (£0.634M) pending restructures later in the year and an underspend in the cost of servicing elections (£0.114M). This is partly offset by under achieved income (£0.161M) relating to the suspension of the 2020 YPO dividend (which is paid the following year), although it is anticipated that this may now be received later in the year based on recent YPO trading results.

Corporate Budgets

3.40 Corporate budgets are forecast to **overspend by £4.207M** entirely as result of costs associated with COVID 19. These costs include provision to support the ongoing economic recovery (£2.0M), the cost of PPE (£0.305M), a provision for increased insurance premium costs (£0.5M) and other miscellaneous corporate costs (£0.271M). In addition, provision has been made for additional staffing resources / resilience across the Council should this be required beyond the end of September 21 (£1.131M).

Housing Revenue Account (HRA)

3.41 The HRA is currently forecasting a balanced position for 21/22.

4. Overall Capital Programme Position as at the end of June 2021

The position on the Council's Capital Programme for 21/22 is currently projected to be an overall lower than anticipated expenditure of £2.4M.

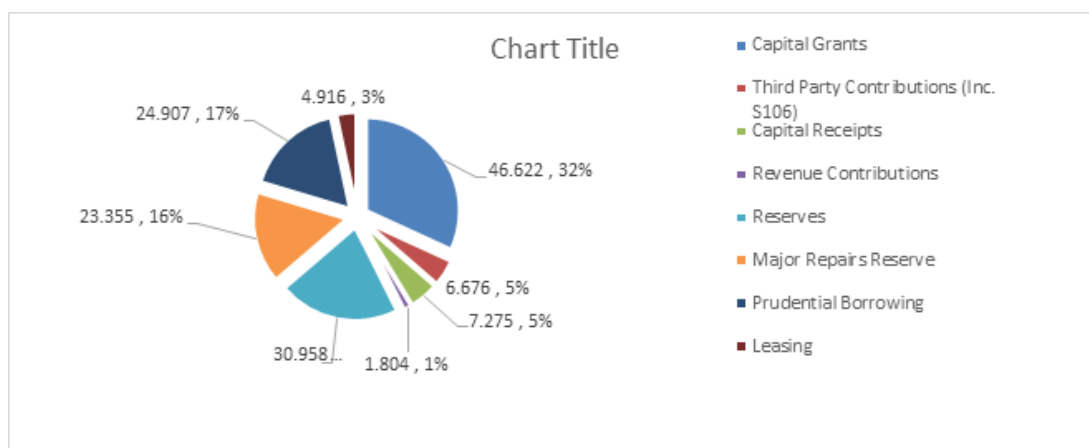
This predominately relates to scheme slippage of £2.1M, together with a reduction in anticipated scheme costs of £0.3M.

A number of new schemes have also been released / approved to commence during the Quarter.

4.1 The Council's capital programme is planned over the five-year period 21/22 through 26/27 and has a total estimated cost of £149.2M. The cost in 21/22 totals £146.5M as highlighted in the table below:

<u>Directorate</u>	2021/22 Capital Programme £M	Later Years' Capital Programme £M	Total Capital Programme £M
Children's Services	2.392	-	2.392
Place	105.269	2.689	107.958
Adults & Communities	9.355	-	9.355
Core Services	3.195	-	3.195
Housing Revenue Account	26.302	-	26.302
Total	146.513	2.689	149.202

4.2 The above costs are to be funded from a variety of sources as highlighted in the chart below, the majority of which are from numerous external grants and reserves specifically earmarked for capital priorities:



Key Messages

Scheme Slippage

4.3 There has been programme slippage of £2.1M during the Quarter, mainly as a result of a delay in appointing the main contractor to construct the Glassworks Market Gate Bridge (£2.0M). The contract has now been issued and the

construction programme is in the process of being finalised with an anticipated start date of December 21.

Variation in Scheme Costs

- 4.4 Reduction in scheme costs of £0.3M have been identified during the quarter, predominately relating to the provision of SEND Heart space at Penistone Grammar School. This savings is from the original scheme at Penistone which has subsequently been replaced with a larger scheme at the site [already included in the programme].

New Scheme Approval

- 4.5 The table below details the investments which are to be progressed in the next period, subject to relevant business cases and formal approvals / reports.

Investment Scheme	Directorate	Value £M
Playground safety / resurfacing	Place	0.080
Crematorium reception replacement	Place	0.130
Allotment improvements	Place	0.250
Investment in WIFI connectivity at visitor attractions	Place	0.500
Safety and efficiency focused Telematics System	Place	0.100
New Children's Home	Children's	1.000
New IT Infrastructure	Core	1.065
Fire safety works	HRA	0.100
Sprinkler installation scheme	HRA	0.350
Lang Avenue flooding resilience works	HRA	1.007
Social housing decarbonisation fund	HRA	0.800
Energy efficiency: air source heat pumps / decarbonisation	HRA	1.100
Total Investment		6.482

External funding currently being progressed

- 4.6 As part of the Council's external funding strategy work is ongoing to maximize all available external funding opportunities:

Future High Street Fund

£15.625M has been secured to support works at the Glassworks and The Seam (Active Travel Hub and Multi Storey Car Park). The first wave of funding, £4.337M has been received with the remainder expected over the following two years, £2.059M in 22/23 and £9.229M in 23/24.

Levelling UP Fund

Bids of £19.837M for Elsecar and £19.668M for the Town Centre have been submitted to Government in June 21. The outcomes are expected to be announced in September 2021.

Transforming Cities Fund [TCF] and Active Travel (SCR Bids)

A £230M Sheffield City Region (SCR) bid has been put forward to Government, of which some £27M (£26.2M for TCF schemes and £1.1M for the Active Travel Hub) relates to transport schemes in Barnsley. The funding is to deliver a range of transport initiatives which directly contribute to public transport and active travel improvements. This funding has been secured in principle including £2.8M related to the Market Gate Bridge.

European Structural and Investment Funds (ESIF)

£7.884M has been awarded to support business productivity comprised of both cash grants and advice. £5.4M will be awarded as grants across South Yorkshire, with £2.7M of this funding being awarded to Barnsley businesses.

Ministry of Housing, Communities and Local Government – Brownfield Sites

£40M is to be passed directly to SCR (£8M per year over a 5-year period) to develop housing on brownfield sites. Several outline submissions have been made to SCR with decisions pending.

5. Treasury Management update as at end of June 2021

Economic Summary

- The UK Bank Rate remained at 0.1% during the quarter;
- There was a slight downward trend in PWLB borrowing rates over the first quarter;
- The annual inflation rate in the UK rose to 2.1% year on year in May 2021 (from 1.5% in April 2021).

Borrowing Activity

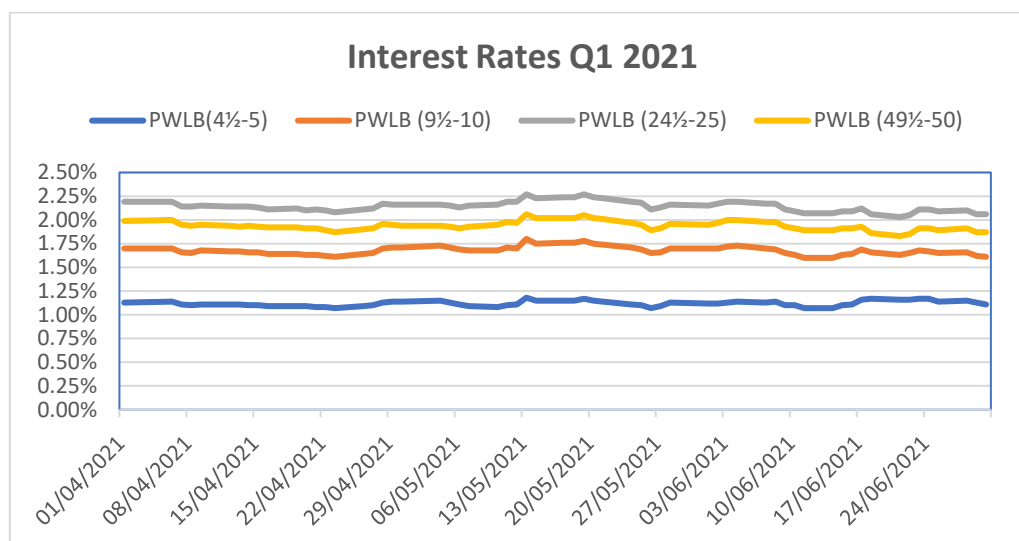
- No new borrowing was undertaken during the quarter in line with the agreed TM Strategy;
- An external borrowing requirement of up to £205 Million has been identified by the end of 2023/24;
- Of this, £108 Million would need to be addressed through fixed rate borrowing in order to meet the Council's agreed interest rate exposure targets.

Investment Activity

- There was a net increase in investment balances of £29.9 Million during the Quarter;
- Security and liquidity remained the key priorities, and with this in mind an appropriate balance of cash was deposited in secure Money Market Funds and instant access accounts;
- The main bulk of transactions during the quarter related to short term deposits as officers continued to take advantage of the competitive rates offered on short term local authority investments.

Key Messages – Economic Summary

- 5.1 Interest rates continue to be monitored closely. The chart below illustrates a slight downward trend in PWLB borrowing rates during the quarter.

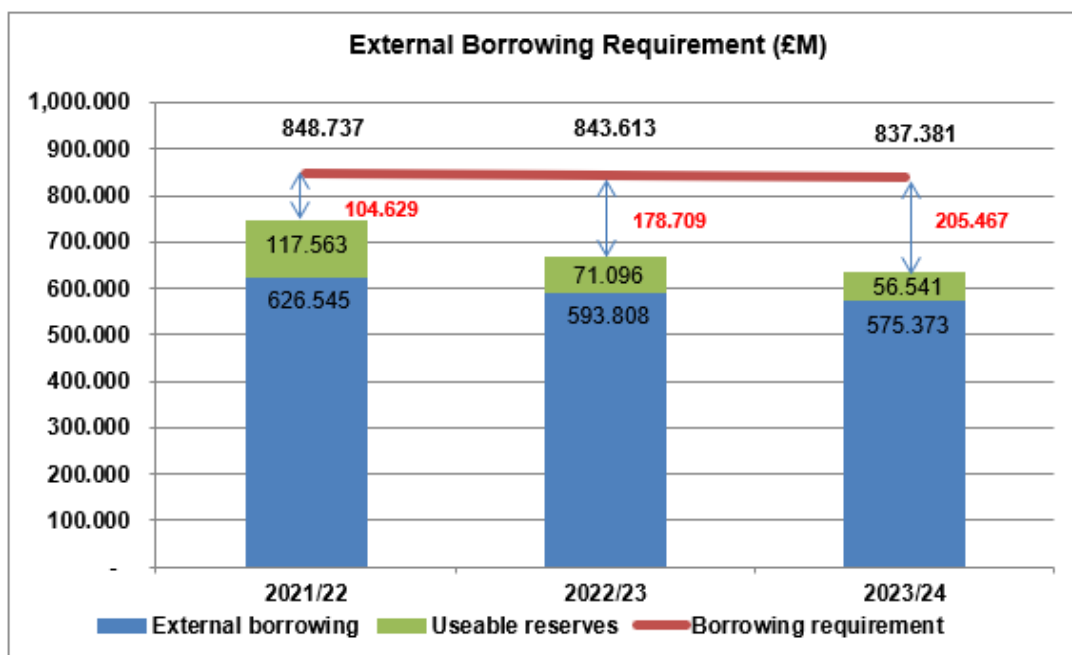


- 5.2 Inflation is forecast to rise in the short-term, although the Council's Treasury Advisers consider this to be a temporary phenomenon and expect it to ease back towards the Central Bank target of 2% by the end of 2022/23.
- 5.3 Given the current outlook for interest rates (shown in the table below), the latest forecasts for the 50-year PWLB interest rate is an increase from 2.00% to 2.20% in March 2022, and then to 2.30% in March 2023. An upward movement in the 50-year PWLB rate may trigger earlier than planned fixed rate borrowing to take advantage of the current low interest rate environment & to deliver the central strategy of debt cost certainty over the longer term. The position will be monitored very closely over the next few months.

	Latest Interest Rate Projections* (Link Asset Services)					
	Latest	Sep-21	Mar-22	Sep-22	Mar-23	Sep-23
UK Base Rate	0.10%	0.10%	0.10%	0.10%	0.10%	0.25%
PWLB Certainty (50 Years)	1.87%	2.00%	2.20%	2.20%	2.30%	2.30%

Key Messages – Borrowing Activity

- 5.4 As outlined previously the Council's borrowing strategy is to limit its exposure to interest rate risk whilst maintaining an appropriate level of internal borrowing* in order to reduce its financing costs.
- 5.5 Over the next 3 financial years it is anticipated that the Council will need to borrow up to £205M. A breakdown of this borrowing requirement has been provided in the table below:

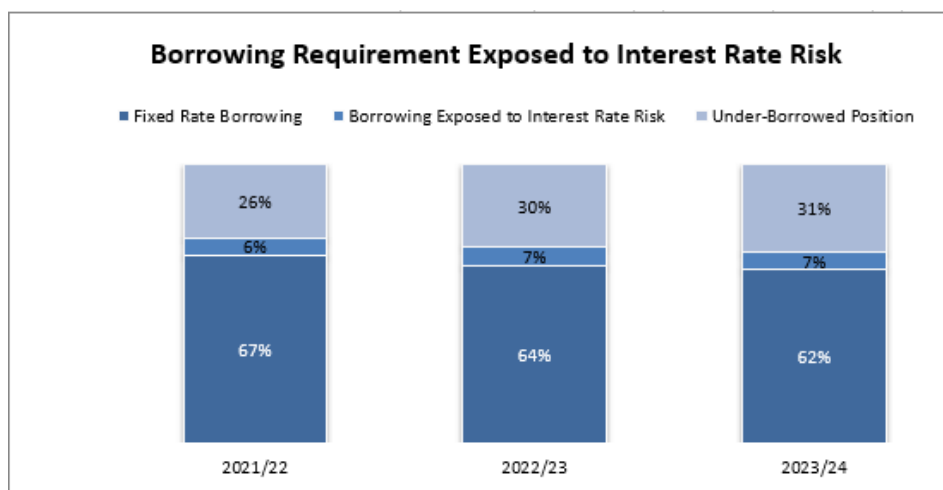


Projected external borrowing requirement 2021/22 – 2023/24		£M
Planned capital investment		24.907
Maturing loans / reduced support from useable reserves		195.560
Amounts set aside to repay debt		(15.000)
Total		205.467

5.6 The Council is committed to maintaining its exposure to interest rate risk within the limits set out below.

Interest Rate Risk Exposure	2021/22	2022/23	2023/24
Limit on Variable Rate Borrowing / Unfinanced CFR	35%	30%	25%

5.7 To deliver against this strategy, it is anticipated that the Council will need to fix out an additional £108M by the end of 2023/24. There is no immediate requirement to do this now as the interest rate exposure targets for 21/22 have already been achieved. However, given the current outlook for interest rates, there is an option to bring some of the fixed rate borrowing requirement forward to benefit from the current low interest rate environment before rates begin to move upwards.



	2021/22 (£M)	2022/23 (£M)	2023/24 (£M)
Fixed Rate Borrowing Requirement (Cumulative)	-	57.493	107.663
Temporary Borrowing Requirement (Cumulative)	104.629	121.216	97.804
Total	104.629	178.709	205.467

Key Messages - Investments

- 5.8 The Council's investment strategy remains to minimise credit risk and ensure that its cash balances are invested prudently and are available when needed to meet its spending commitments.
- 5.9 To reflect this strategy, officers continue to place investments in secure Money Market Funds and instant access accounts. The Council has also placed a significant level of short-term deposits with reputable banks and other local authorities to help to spread counterparty risk.

Background Information – available on request

Corporate Finance Performance Q1 – detailed report
Capital Programme Update Q1 – detailed report
Treasury Management Update Q1 – detailed report

Neil Copley 6.8.2021

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