

BARNSLEY 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

STRATEGIC GROWTH CLUSTERS – UPDATE

1. Purpose of Report

- 1.1 The adoption of the local plan by full council on 3rd January 2019 (Cab 12.12.2018/8) allocated a total of 297ha land for employment purposes which can be developed upto 2033 to assist with the delivery of the overall Local Plan employment target of 28,840 jobs including around 16,920 net additional jobs. The ongoing delivery of the Strategic Growth Clusters projects will facilitate the development of over 80% of the local plan allocated employment land (116ha at M1 J36 Hoyland, 72.2ha at M1 J36 Goldthorpe, 43 ha within the 121 mixed used allocation at M1 J37 Claycliffe and 14.5ha in the vicinity of Capitol Park, Dodworth at M1 J37), subsequently delivering the much needed commercial floor space required to create more and better jobs for Barnsley.

The purpose of the report is

- 1.2 To present an update in the delivery of the Strategic Growth Clusters projects and to seek the necessary approvals required for the continued development and delivery of the projects outlined in Appendices 1, 2, 3 and 4, that will facilitate the delivery of onsite works to enable the commercial floor space required to create more and better jobs for Barnsley.
- 1.3 To seek approval for the acceptance of SCRIF funding totalling £7.324m for the delivery of approved M1 Junction 36 - A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe) Business Case, outlined in section 3.7 below and detailed in Appendix 2, subject to satisfactory funding agreement conditions being accepted by Executive Director of Core Services
- 1.4 To seek approval to continue the delivery of the M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland) scheme outlined in section 3.8 below and detailed in Appendix 3, to ensure all external grant funding secured is retained, whilst ensuring that the overall aims and objectives of the scheme are achieved.
- 1.5 To seek approval for the continued development and progression of the M1 Junction 37 - Phase 2 (Claycliffe) full business case and submission to Sheffield City Region for appraisal outlined in section 3.9 below and detailed in Appendix 4.
- 1.6 To seek approval to enter into negotiations with external funders, including Sheffield City Region, regarding the preparation and submission of business cases and grant funding agreements for the proposed projects.
- 1.7 To seek approval to the principle of entering into development agreements, where necessary, in order to minimise the financial risks to the Council.
- 1.8 To seek approval (insofar as Cabinet is able to do so) to prepare and progress any necessary statutory procedures required to develop and deliver the proposed projects to ensure that the overall aims and objectives of the schemes are delivered.

2. Recommendations

- 2.1 That Cabinet approves acceptance of grant funding from the Sheffield City Region Investment fund (SCRIF) totaling £1.171m to contribute towards the M1 Junction 37 - Economic Growth Corridor – Phase 1 scheme, previously approved in July 2018 (Cab.25.7.2018/14)**
- 2.2 That Cabinet approves the acceptance of grant funding from Sheffield City Region Investment fund (SCRIF) totaling £7.324M and £0.352M from Highways England (total scheme approval of £7.676M) and releases this scheme into the Capital Programme to deliver the approved M1 Junction 36 - A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe) Business case, as outlined in section 3.7 below and detailed in Appendix 2.**
- 2.3 The Executive Director of Core Services, in consultation with the Executive Director of Place be authorised to:**
- negotiate the terms and conditions of, and final approval of the Combined Authority SCRIF Grant funding agreement, for the delivery of the infrastructure improvements set out in the appendices attached to this report;**
 - conclude the approval and funding processes with Sheffield City Region Combined Authority (SCR CA), accept tenders, appoint where necessary a contractor to implement the delivery of the scheme, subject to the costs being contained within the Grant Funding Agreement;**
 - where necessary, apply for any necessary consents, licence arrangements, prepare details of and publish a Side Roads Order under sections 14 and 125 of the Highways Act 1980 to deal with any required changes to the existing highway network to accommodate the scheme, to submit the order to the Secretary of State for Transport for confirmation and to take all necessary steps to secure confirmation of the Order including (if necessary) supporting the order at a local public inquiry;**
- 2.4 The Corporate Asset Manager be authorised to:**
- negotiate the terms and conditions of any development agreements required with relevant private developer (s) in order to minimise the financial risks to the Council;**
 - where necessary, that the Corporate Asset Manager be authorised to enter into negotiations with any private land owner (s) to acquire privately owned land or property and enter into agreements to occupy land not in the ownership of the local authority. Also to complete any variation to any existing leases on the occupation of land owned by the local authority and where necessary negotiate compensation payments;**

- 2.5 The Service Director for Regeneration and Property be authorised to;**
- develop and submit full business cases for the Strategic Growth Clusters in respect of the schemes detailed in the appendices to this report
 - submit change variation requests to SCR CA in relation to the schemes where necessary to retain external grant funding secured, whilst ensuring that the overall aims and objectives of the scheme are achieved.
 - under the terms of the Barnsley Contract Procedure rules, if necessary, seek tenders for any aspect of the project and appoint the successful tender on the basis of most economically advantageous bid; and to consider whether the works, services or goods can be provided in-house, subject to value for money considerations.
 - in accordance with paragraph 2.3 (b)(i) of the Council's Contract Procedure Rules (In-House Providers), the *Business Park* service contract is awarded to NPS Barnsley, under the Joint Venture Service Level Agreement to provide check and challenge on any private sector work packages involved in delivering the Strategic Business Parks
 - make use of the Councils Land Solve framework (managed by NPS Barnsley) to appoint if necessary land brokers or land advisers to support the delivery of the projects outlined in Appendices 1, 2, 3 and 4
- 2.6 That Cabinet notes the progress made delivering the M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland), outlined in section 3.8 below and detailed in Appendix 3, and authorises continued development and progression of the scheme to ensure all external grant funding is secured, whilst ensuring that the overall aims and objectives of the scheme are achieved.**
- 2.7 That Cabinet authorises the continued development and progression, and submission of the M1 Junction 37 - Phase 2 (Claycliffe) full business case to Sheffield City Region for appraisal, outlined in section 3.9 below and detailed in Appendix 4.**
- 2.8 The Executive Director of Place be authorised to undertake all necessary steps to secure delivery of the projects outlined in Appendices 1, 2, 3 and 4.**
- 2.9 The Service Director for Environment and Transport in consultation with The Service Director for Regeneration and Property be authorised to seek any necessary planning permission, (outline or full) for the proposed schemes in relation to the projects detailed in Appendices 1,2,3 and 4.**
- 3 Introduction**
- 3.1 The Local Plan, adopted by full council on 3rd January 2019 (Cab12.12.2018/8) allocates 297 hectares (ha) of new employment land which can be developed upto the period 2033. The adopted local plan provides the opportunity to grow the**

economy by 28,840 jobs; encourages significant inward investment to generate this additional employment; will provide the space to allow existing businesses to grow; contribute to creating a vibrant and attractive Town Centre; will enable the delivery of at least 21,546 homes that provide housing for all, including affordable housing, and maintaining at least a rolling 5 year deliverable supply of new housing; Will enable the provision of critical infrastructure to support sustainable communities; Will ensure the natural, built and historic environment is protected and enhanced and will respect the cultural identity and local character of Barnsley.

- 3.2 It is acknowledged in the Barnsley Jobs and Business Plan 2014-2017 (refreshed in 2017) that there is a shortage of appropriate employment development sites across Barnsley, significantly impacting on the ability to generate the number of new private jobs required to enable Barnsley to achieve parity with regional job density statistics and contribute effectively to the SCR Strategic Plan and SCR Inclusive Industrial Strategy (2017). The allocation of the 297ha of employment land provides the large scale step change and opportunities required to future demand but also enable Barnsley to offer a range of different types of commercial property to the market.
- 3.3 The allocation of the 297ha of employment land includes 110ha of employment land at Junction 36 Hoyland, 72.9ha at Goldthorpe and 43.2ha at Junction 37 Claycliffe that has the potential for creating up to circa 10,000 jobs over the Local Plan Period. Facilitating the development of these 3 these Strategic Growth Clusters is a key priority of the Jobs and Business Plan refreshed in 2017.
- 3.4 In order to facilitate delivery of the 3 Strategic Growth Clusters, Strategic Outline Business Cases (SOBC) were submitted to Sheffield City Region (SCR) in 2012 for consideration for the Sheffield City Region Investment Fund (SCRIF). This was to fund both the major road infrastructure required to improve the capacity in the existing highway network unlocking employment sites and also to contribute towards onsite works to overcome some of the viability issues in these 3 locations. This investment will facilitate the creation of commercial floor space and jobs, which are constrained by the current infrastructure and site viability gap. The resultant GVA (Gross Value Added) benefits of these schemes have meant that they all have scored highly in the ranking of schemes across SCR.
- 3.5 The first priority for the delivery of the Strategic Growth Clusters was the progression of the M1 J36 Phase 1 outline business case for Hoyland and Goldthorpe, as referenced in the Cabinet report (CAB 26.8.2015/12.), subsequently followed by the outline business case for M1 J37 Claycliffe.
- 3.6 The projects associated with the Strategic Growth Clusters are at various stages of development and delivery:
- 3.7 **M1 Junction 37 - Economic Growth Corridor – Phase 1**
The M1 Junction 37 - Economic Growth Corridor – (Phase 1) full business case, seeking £1.171m SCRIF resources was approved by Sheffield City Region in 2018. Cabinet approved, subject to planning approval, the A628 Dodworth Road/Broadway Junction Improvement (Cab.25.7.2018/14) proposed in the full business case, and resolved to enter into negotiations with Sheffield City Region regarding the SCRIF Funding Agreement as detailed in Section 7.1 of this report.

The funding, subject to all necessary approvals, will be used to deliver a new signalised gyratory roundabout with improvements to the existing Dodworth Road/Broadway/Pogmoor Road junction and re-configuration of Penny Pie Park.

On the 18th December 2018, Barnsley Council's Planning Regulatory Board resolved to grant a planning application (Application no. - 2018/0965) *as at 04/02/2019 we are awaiting confirmation from the Ministry of Housing, Communities and Local Government as to whether or not the Secretary of State has decided to call in the application.

On the 10th January 2019, the Secretary of State exercised his powers under Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, and directed the Council not to grant permission on this application without specific authorisation. This direction was issued to enable him to consider whether he should direct under Section 77 of the Town and Country Planning Act 1990 that the application should be referred to him for determination.

On the 15th February 2019, Barnsley MBC were notified that the Article 31 Direction issued pursuant to the Secretary of State's letter of 10 January 2019 has been withdrawn and on Monday 18th February the Council approved the scheme subject to conditions.

Further details on the delivery of this scheme are provided in Appendix 1.

3.8 M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor – Phase 2

The M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe) full business case seeking £7.324m SCRIF resources was approved by Sheffield City Region on 28th January 2019. This scheme focuses on delivering highways improvements required towards the eastern end of the M1 J36 Economic Growth Corridor. Aligning with the already approved M1 J36 Phase 1 scheme, the scheme should be seen not just solely as a traditional highways scheme in resolving existing traffic congestion, but one which facilitates the wider economic regeneration and growth requirements for both Barnsley and the Sheffield City Region.

The shortage of available employment development land is one of the key drivers for this scheme. These necessary highway improvements will facilitate the delivery of 72.9 ha of employment land identified as site reference ES10 in the adopted Local Plan.

The funding, subject to all necessary approvals, will be used to deliver the following highway mitigations:

- I. Wath Road Roundabout – increase the size of the roundabout by 7m to approximately 65m. Widen A6195 (E) approach to two lanes and provide a third lane left turn flare into Wath Road(S). Widen exit on to A6195 (E) to two lanes converging into one lane. Wath Road (S) entry widen to 3 lane flare at junction of roundabout. Amendment to lane allocations on approaches.

- II. Broomhill Roundabout – increase the size of the roundabout by 15m to approximately 53m. Widen A6195 (E) approach to three lanes. Widen exit on to A6195 (E) to two lanes converging into one lane. Widen the A6195 (W) approach to two lanes. Widen exit on to A6195 (W) to two lanes converging into one lane. Manvers Way approach widen to 3 lane flare at junction of roundabout. Amendment to lane allocations on approaches.
- III. Cathill Roundabout – increase the size of the roundabout by 22m to approximately 60m. Widen A6195(S) approach to two lanes. Widen to two lanes southbound between Rotherham Road and Cathill roundabout. Widen exit on to A635 (E) to two lanes converging into one lane. Widen exit on to A6195(S) to two lanes converging into one lane. Amendment to lane allocations on approaches.

In addition to the above, a new roundabout/access into the Goldthorpe employment land ES10 is currently proposed by the provision of a new roundabout/access into the site (from the A635). The roundabout being considered is a 3 arm roundabout with a 2 lane entry on each arm and a one lane exit on each arm. This is subject to further detail design.

Edwards Architecture have been appointed under the LandSolve framework to carry out initial master planning of the site (phase 1 works). This work is now complete and a second phase of work is required to enter into negotiations with landowners. The framework allows for a direct call off of consultants and it is proposed Edwards are appointed under this arrangement to complete the landowner negotiations.

Further scheme details regarding the M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor – Phase 2 are provided in Appendix 2

3.9 M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)

The M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland) was approved by the SCR Combined Authority in 2015, and the funding agreement for £15.708m was executed on 23rd March 2016.

This secured the necessary SCRIF investment for the overall road improvements, which could not be provided by a single developer or a first end user, plus gap funding for onsite infrastructure of the new development sites proposed at that time through the Consultation Draft Local Plan.

The SCRIF Funding Agreement for £15.708m provides support for delivery of four work packages.

Work package 1 allocated £9.6m SCRIF to complete a series of major infrastructure works around M1 Junction 36 to reduce existing congestion, mitigate environmental issues and facilitate the employment and indirectly the housing growth aspirations at Hoyland. This work package was completed in September 2017.

The purpose of work packages 2,3 & 4 (£6.04m in total) is to provide gap funding for onsite viability works for the proposed employment sites ES13, ES15 and ES17,

as identified in the adopted Local Plan to assist with the delivery of the overall Local Plan employment target of 28,840 jobs including around 16,920 net additional jobs.

The determination of the actual works required, and phasing of delivery is subject to an ongoing master planning exercise, and once it has been determined whether there is a variation in the elements of works that require SCRIF grant funding this will be submitted to Sheffield City Region for approval via a formal change request.

Further scheme details regarding the M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland) are provided in Appendix 3

3.10 M1 Junction 37 - Phase 2 (Claycliffe)

The M1 Junction 37 - Economic Growth Corridor – Phase 2' full business case, seeking £10,636m SCRIF is being progressed by the Major Projects team and will be submitted to Sheffield City Region for appraisal in 19/20.

The purpose of the scheme is to contribute to the delivery of new and improved highways infrastructure works and on site servicing works which will enable the delivery of a mixed use employment and housing site local plan ref MU1, (circa 3,500 new jobs and 1700 new homes) plus public open space and new primary school provision in the vicinity of M1 Junction 37 (Claycliffe) within the Barnsley urban area. It will also build upon the strengths of the existing designated employment sites at J37 and the long standing and well performing employment areas in and around Claycliffe Business Park at Barugh Green.

Subject to SCR approval of the full business case, a further report will be presented to cabinet seeking the acceptance of the SCRIF funding, and any other necessary permissions required to deliver the scheme.

Further scheme details regarding the M1 Junction 37 - Phase 2 (Claycliffe) are provided in Appendix 4.

4. Consideration of Alternative Approaches

Option 1 – No external / SCRIF Funding

- 4.1 Without securing external / SCRIF (or an alternate source of funding) there would be no imminent or sufficient highways infrastructure investment to facilitate the Strategic Growth Clusters
- 4.2 This option will not help to achieve the objectives of the Jobs and Business Plan nor the SCR Strategic Economic Plan (SEP). In addition, the existing congestion issues would be made worse potentially rendering some proposals undevelopable and there would be a negative impact on the delivery of housing growth for Barnsley and the SCR CA in meeting the 5 and 10 year supply targets.

Option 2 – Reduced funding

- 4.3 A smaller SCRIF or other external funding award and would only enable limited works to be completed, but would not allow all of the works required to facilitate the Strategic Growth Clusters
- 4.4 This option will not help to achieve the full objectives of the Jobs and Business Plan nor the SCR Strategic Economic Plan (SEP). In addition, the existing congestion issues would be made worse potentially rendering some proposals undevelopable and there would be a negative impact on the delivery of housing growth for Barnsley and the SCR CA in meeting the 5 and 10 year supply targets.

5. Proposal and Justification

- 5.1 The proposal is that Barnsley Metropolitan Borough Council (BMBC) continue to pursue external funding such as SCRIF to support investment in the existing highway network to facilitate the Strategic Growth Clusters.
- 5.2 This option gives the greatest support to ensure that any necessary highways infrastructure works required to facilitate the Strategic Growth Clusters are delivered. This will in turn accelerate private sector development of the sites by removing some of the viability gap for servicing the sites which is inhibiting investment.
- 5.3 This meets the objectives of the SCR SEP and the Barnsley Jobs and Business Plan. It will also indirectly contribute to the SCR CA and the council's Local Plan housing targets. The proposed schemes ensure that sufficient additional capacity is created to allow the development of existing allocations in the immediate future. Without facilitating and delivering the proposed schemes, the economic regeneration of the area would halt as there would be insufficient capacity on the highway network.
- 5.4 By undertaking the road and on-site servicing works to ground level, this will allow acceleration of private sector development of the sites by removing some of the funding gap which makes the sites unviable for the foreseeable future. This will significantly increase the current very limited employment land supply and provide a range of sites to be able to meet a variety of demand and need which is required for Barnsley to compete.
- 5.5 As well as receiving funding for the infrastructure works to be delivered the Council will also receive and have to manage the funding for each of the work packages with the private sector.
- 5.6 As with any funding award, there will be conditions to meet. In line with all types of funding agreements, failure to meet these conditions brings the risk of clawback to the authority.
- 5.7 Due to the complexity of the schedules within the Business Cases and the Funding Agreement, together with the potential need for each of the private sector developers to sign up to Development Agreements, the production of a final Funding Agreement will need to be signed when all authorities and agreements are

in place. Delegated authority for the signing of the funding agreement with SCR CA is therefore required to the Executive Director of Core Services.

- 5.8 A quantity surveyor will be appointed to assess tender documents, ensure works are to a satisfactory standard and verify work completion certificates for payment from the private sector parties. This will ensure compliance with procurement and financial requirements which will be set out in the development agreements. It is proposed that this Business Park service contract is awarded to NPS Barnsley, under the Joint Venture Service Level Agreement as set out in paragraph 2.3 (b)(i) of the Council's Contract Procedure Rules (In-House Providers). For the purpose of property and procurement services captured under the NPSB Joint Venture SLA – NPSB is considered an in-house provider. This will be paid from the BMBC Jobs and Business plan capital programme.
- 5.9 During the development and delivery of the Strategic Growth Clusters the Major Projects team will have due regard to the recently approved Social Value Policy Cab.6.2.2019/8 and maximise opportunities that will help achieve the Future Council 2020 outcomes.
- 5.10 The Major Projects team within Economic Regeneration is tasked to ensure the overall delivery on a day to day basis and report to the Business Parks Project Board. The projects are monitored in line with Prince 2 methodology .The project is also monitored by the Jobs and Business Plan Project Board. Risk management is also fully embedded within the project. Procurement, works checks, certifications and payment of grant to the private developers will be undertaken by NPS. In terms of monitoring outcomes of floor space these are being linked to the Council's Evolutive system.

6. Implications for Local People / Service Users

- 6.1 One of the key priorities is to create more local jobs and businesses and to connect local people with these opportunities. The effective delivery of the Jobs and Business Plan should therefore have a very positive impact on local people. Currently the limited supply of employment land and suitable buildings are severely restraining employment opportunities to attract new investment or allow existing businesses to stay in the area and expand. To create a range of sites is key to be able to positively facilitate future employment opportunities.
- 6.2 The delivery of any highway improvement scheme would impact on road users during construction. However, once completed, the schemes will:-
 - reduce congestion and queue lengths leading to time saving benefits for road users;
 - improve cycling in the vicinity;
 - improve road users quality of life;
 - make the area a more attractive place for the public to want to visit, due to improved transportation connectivity (less journey time required) and enabling the local area to be of a much greater public amenity and visitor attraction.
- 6.3 The Council is currently developing its Active Travel Strategy which will ensure that walking and cycling routes are considered and promoted throughout the design and delivery of any potential highway improvements in the borough.

7. Financial Implications

7.1 Consultations on the financial implications have taken place with colleagues in Financial Services on behalf of the Service Director - Finance (S151 Officer).

7.2 M1 Junction 37 - Economic Growth Corridor – Phase 1

The funding for this scheme will be used to deliver a new signalised gyratory roundabout with improvements to the existing Dodworth Road/Broadway/Pogmoor Road junction and re-configuration of Penny Pie Park.

Approval has previously been given as part of cabinet report Cab.25.7.2018/14 to progress the scheme via a bid for funding from Sheffield City Region Investment fund (SCRIF) of £1.171M as well as earmarking funding already received from Sheffield City Region totaling £1.000M and £2.181M from the 2020 Future Council Priorities (total scheme approval of £4.352M). This report is therefore seeking approval to accept the SCRIF funding of £1.171M now offered.

7.3 M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor – Phase 2

The above scheme is to focus on delivering highways improvements required towards the eastern end of the M1 J36 Economic Growth Corridor. Aligning with the approved M1 J36 Phase 1 scheme, the scheme proposed in this M1 J36 Phase 2 Goldthorpe business case , should be seen not just solely as a traditional highways scheme in resolving existing traffic congestion, but one which facilitates the wider economic regeneration and growth requirements for both Barnsley and the Sheffield City Region.

Approval is sought to accept grant funding from Sheffield City Region Investment fund (SCRIF) totaling £7.324M and £0.352M from Highways England (total scheme approval of £7.676M) and release this scheme into the capital programme.

7.4 M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)

Work package 1, the delivery of the A61 Birdwell Junction Improvement was completed in September 2017.

Work packages 2, 3 & 4 (£6.04m in total) is to provide gap funding for onsite viability works for the proposed employment sites ES13, ES15 and ES17.

The determination of the actual works required and phasing of delivery is subject to an ongoing master planning exercise, and once it has been determined whether there is a variation in the elements of works that have been allocated SCRIF grant funding this will be submitted to Sheffield City Region for approval via a formal change request to ensure all external grant funding secured is retained, whilst ensuring that the overall aims and objectives of the scheme are achieved.

7.5 M1 Junction 37 - Phase 2 (Claycliffe)

The full business case for this scheme is currently being prepared, and will be finalised and submitted to SCR for appraisal by the CA once all the information is available.

Negotiations will be undertaken with SCR in respect of the grant funding agreement, subject to approval of the full business case.

A further report will follow to request the acceptance of the SCRIF funding and any other necessary permissions once the approval of the business case has been given and a funding agreement has been negotiated with SCR.

7.6 The full financial implications are presented in Appendix A to this report.

8. Employee Implications

8.1 There are no issues arising directly from this report. Any staffing implications will be subject to reports on specific schemes.

9. Communications Implications

9.1 All Sheffield City Region business case submissions are high profile schemes and appropriate communication strategies are being developed linked to the signing of the funding agreement. Releases will also need to be agreed and co-ordinated with Sheffield City Region Combined Authority arrangements.

9.2 Timely and accurate information will be provided through appropriate press releases via local press, social media/website updates, local member briefings, and engagement with key stakeholders.

10. Consultations

10.1 Discussions have been held with local members, and local residents. Local members have expressed support for the proposed projects

10.2 Consultations on the site allocations, including proposed employment land have dealt with as part of the Local Plan process.

10.3 Consultation has taken place with representatives from the Service Director of Finance Business Unit (S151 Officer) regarding the financial implications and Risk Management issues.

11. The Corporate Plan and The Council's Performance Management Framework

11.1 This report contributes to the delivery of the following 3 priorities as set out in the Council's Corporate Plan (2017-2020):

- Thriving and Vibrant Economy
- People achieving their potential
- Strong and resilient communities

11.2 The delivery of the proposed schemes will reinforce the council's now adopted Local Plan which informs the development plan for the borough until 2033, and will aim to achieve the following outcomes, as per the Council's Corporate Plan:

- Create more and better jobs and good business growth; and
- Increase skills to get more people working
- Create more and better housing

12. Promoting Equality, Diversity and Social Inclusion

12.1 Better connectivity, affordable and inclusive travel, a cleaner environment and a healthier population are all key aims of the Barnsley Transport Strategy 2014 – 2033.

12.2 The proposed projects support the principles of the Barnsley Transport Strategy 2014 – 2033, and once completed will provide better connectivity and opportunities for local people to access work and address social exclusion.

12.3 Promoting greater equality, diversity and social inclusion forms part of the priorities for improved accessibility and for road safety. The proposed highway improvements will support principles previously established in the last Local Transport LTP3, that are anticipated to form the basis of any future LTP.

12.4 The scheme contains elements that will provide opportunities to connect local people to work and assist in addressing social exclusion.

13. Risk Management Issues

13.1 The Strategic Business Parks programme benefits from a detailed risk register which is reviewed on a regular basis by the Council's Strategic Risk, Insurance and Governance Manager.

13.2 It is likely that the acceptance of external funding will contribute towards the mitigation of a number of risks relating to availability of funding, and the ability of the Council to secure this funding. However issues regarding the delivery of agreed outputs and outcomes will require the consideration of risk in terms of funding clawback and subsequent reputational damage in the event that the Council and its partners are unable to deliver the expectations of our external funders.

13.3 As part of the risk management process, all significant ('red') risks are escalated to the Project Board for consideration.

13.4 The acceptance of the external funding forms a significant milestone for the programme as a whole, and offers a suitable opportunity to reflect on the risk profile for the programme, and each individual project, with an eye to refreshing the risks registers for each area of activity.

14. Health, Safety and Emergency Resilience Issues

14.1 Construction Health and Safety issues will be identified during scheme preparation and addresses as part of the Construction (Design and Management) Regulations 2015.

15. Compatibility with the European Convention on Human Rights

15.1 The rights of individuals are safeguarded through the statutory planning process of securing planning consent and authority to modify the highway network.

15.2 The preparation of this scheme has sought to address issues associated with the European Convention on Human Rights through consultation with the public and the affected landowners. The rights of individuals are safeguarded through the statutory processes of securing planning consent, authority to compulsorily acquire land and to modify the associated highway network. The overall benefits of the scheme are considered to outweigh the interference with private property rights in the wider public interest.

16. Conversation of Biodiversity

16.1 The services within Place directorate will ensure that all relevant ecological, noise and air quality surveys that are required to feed in to the statutory processes are completed to ensure that any issues that are identified can be fully considered.

17. Glossary

SCR – Sheffield City Region

SCR CA – Sheffield City Region Combined Authority

SCRIF – Sheffield City Region Investment Fund

DfT - Department for Transport

HE – Highways England

LEP – Local Enterprise Board

LDF – Local Development Framework

18. List of Appendices

- Appendix A – Financial Implications
- Appendix 1: Project update - M1 Junction 37 - Economic Growth Corridor – Phase 1
- Appendix 2: Project update – M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor – Phase 2
- Appendix 3: Project update – M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor – Phase 1
- Appendix 4: Project update - M1 Junction 37 - Phase 2 (Claycliffe / Barugh Green)

19. Background Papers

- Adoption of the Local Plan(Cab12.12.2018/8)
- A628 Dodworth Road/Broadway Junction Improvement (Cab.25.7.2018/14)
- A628 Dodworth Road/Broadway Junction Improvement Planning Application no. - 2018/0965)
- M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland) submitted business case (approved by SCR)
- M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe) submitted business case (approved by SCR)
- M1 Junction 37 - M1 Junction 37 - Economic Growth Corridor – Phase 1 (approved by SCR)

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