

APPENDIX 2**M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor
(Phase 2 Goldthorpe)****Background:**

In June 2014 Sheffield City Region approved the SCRIF outline business case for the M1 Junction 36 Dearne Valley Economic Growth Corridor, which included both Hoyland and Goldthorpe.

As referenced in the Cabinet report (CAB) Reference 26.8.2015/12, 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..

It was therefore agreed that in order to accelerate delivery, full business cases would progressed and submitted individually for the works required at Hoyland, and the works to be delivered at Goldthorpe.

Current Situation:

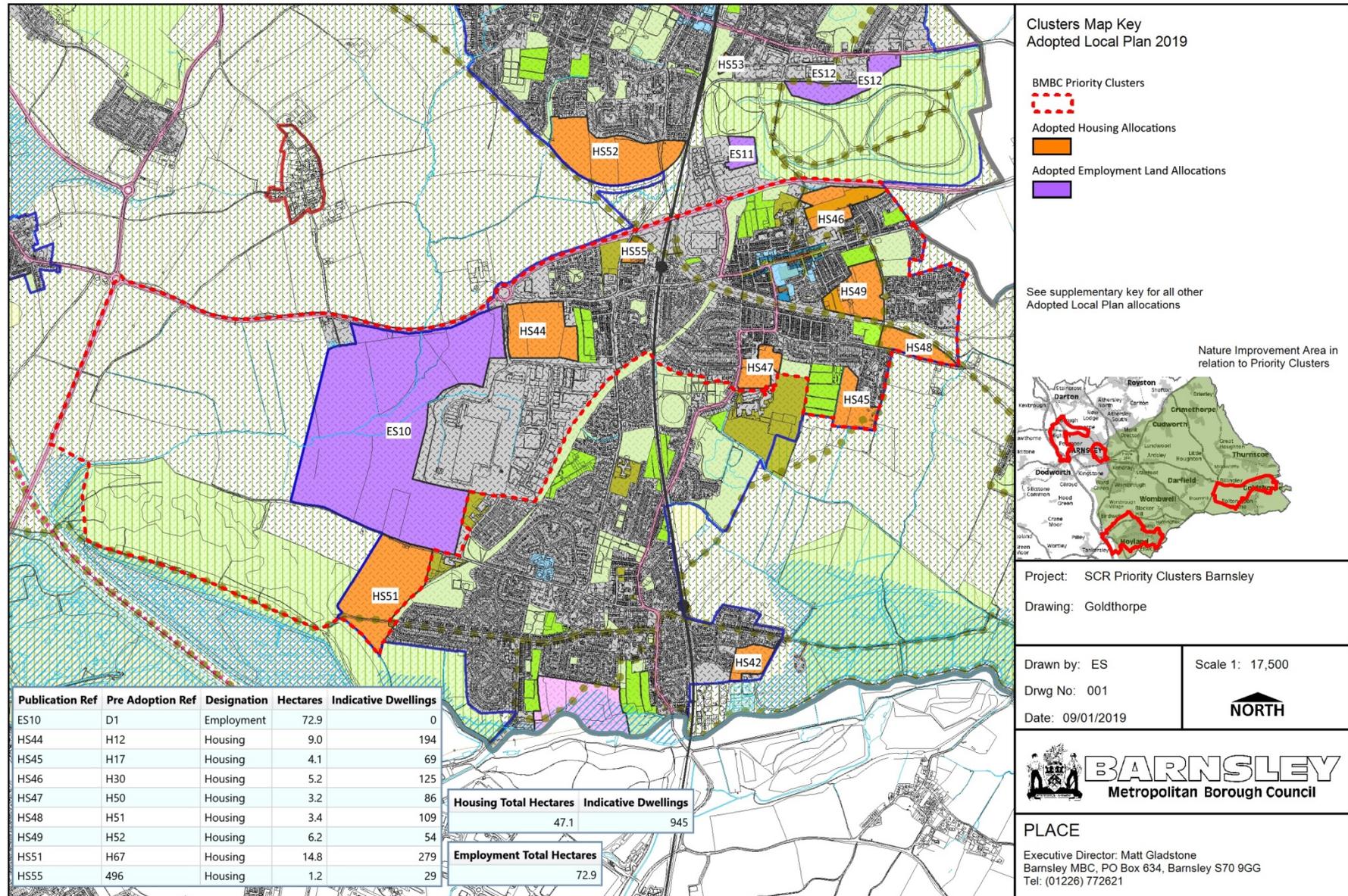
The full business case for the M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland) was approved by the SCR Combined Authority in 2015, and the funding agreement for £15.708m was executed on 23rd March 2016.

The full business case for M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe) was approved by SCR Combined Authority on 28th January 2019. SCRIF resources of £7,324.000 will be used 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.

The shortage of available employment development land is one of the key drivers for this scheme.

The Local Plan, adopted by full council on 3rd January 2019 CAB 12.12.2018/8 allocates 297ha of land for employment purposes, including 72.9ha at Junction 36 Goldthorpe, 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.(A map highlighting the Local Plan allocations in the vicinity of the M1 Junction 36 Goldthorpe, is attached to this report)



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These necessary highway improvements will facilitate the delivery of 72.9 ha of employment land identified as site reference ES10 (former site reference D1) in the adopted Local Plan.

The development of the Goldthorpe employment land ES10 (former site reference D1) will enable a significant contribution to the provisioning of available employment land and has the potential to provide for up to 1399 net jobs, when the site is fully developed out (based on the Barnsley Growth Model developed by Genecon 2018).

Traffic modelling results, reveal that even without the development of the employment site (ES10), all of the junctions are predicted to operate with increasing levels of congestion through the proposed opening year of 2021 and Local Plan design year of 2033. Consequently, even with no development of the employment land (ES10), and with the anticipated predicted traffic growth levels, highway mitigation interventions are still considered to be required.

BMBC Highways, Engineering and Transportation Service have worked together with AECOM, to devise the most suitable preferred design option, combining traffic modelling (up to Local Plan period of 2033) with highway design.

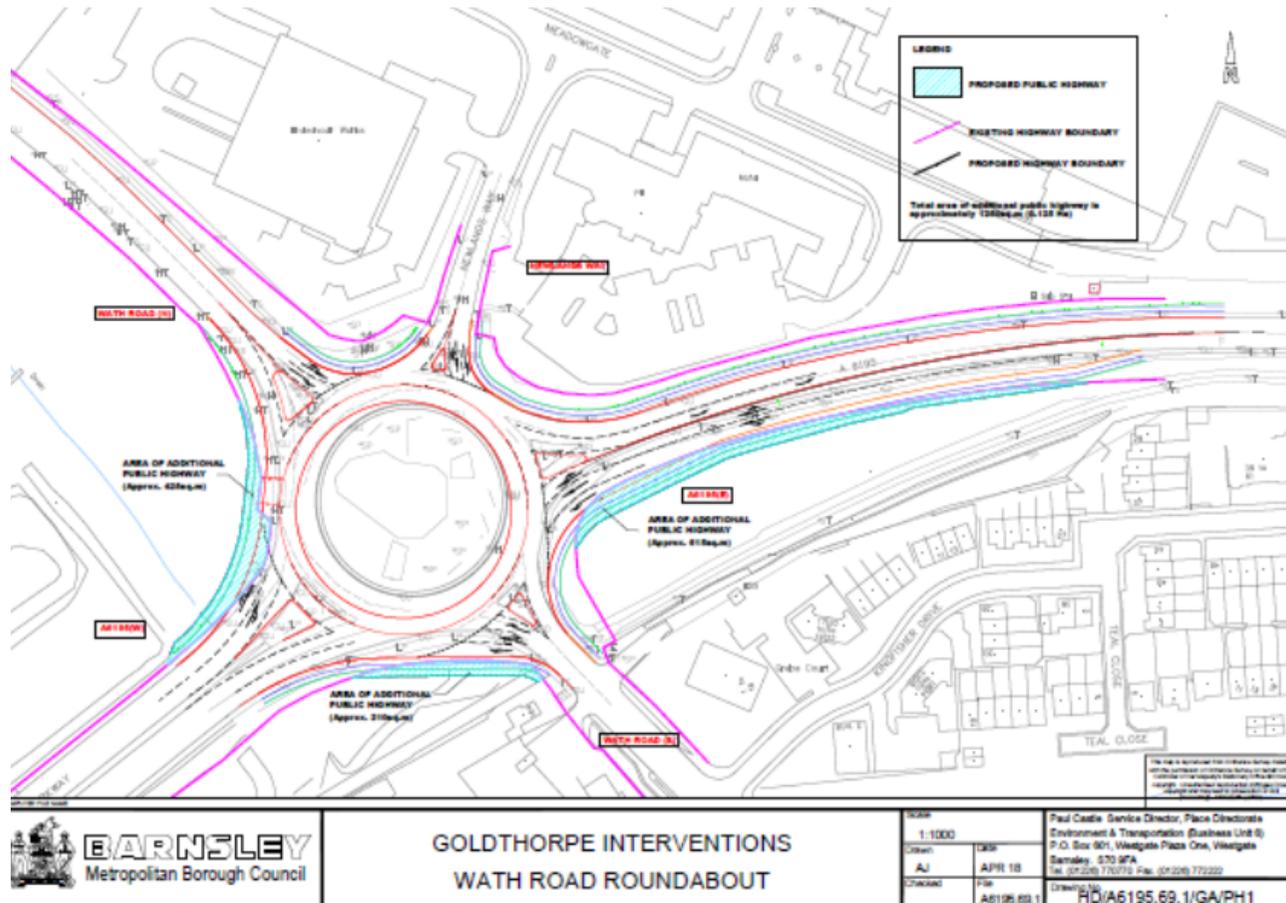
The funding secured, subject to all necessary approvals, will be used to deliver 2 work packages.

Work package A:

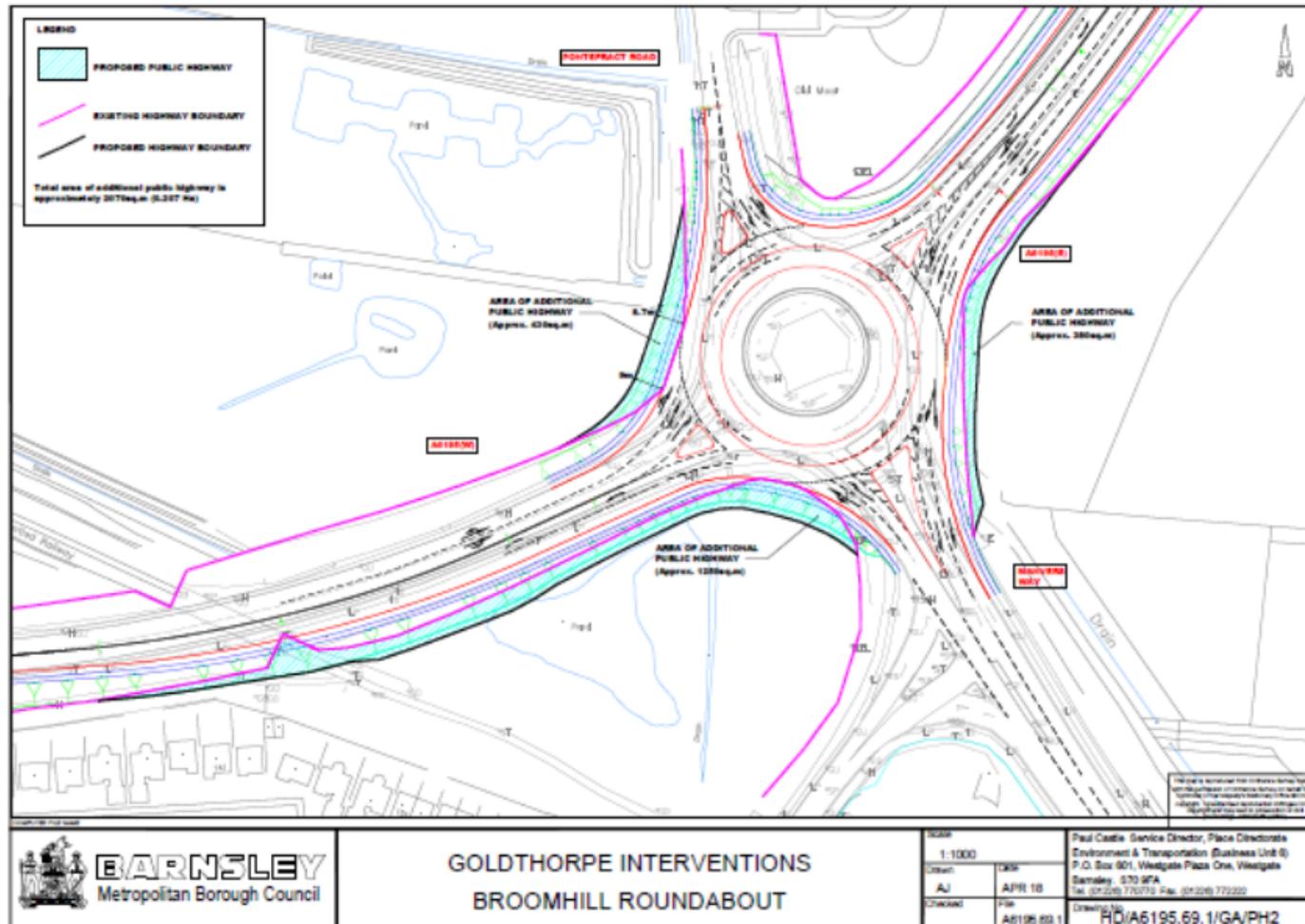
The first workpackage 'A', will deliver the highway mitigations to the existing 3 roundabouts of Broomhill, Wath Road and Cathill. (details shown below)

Work Package A details:

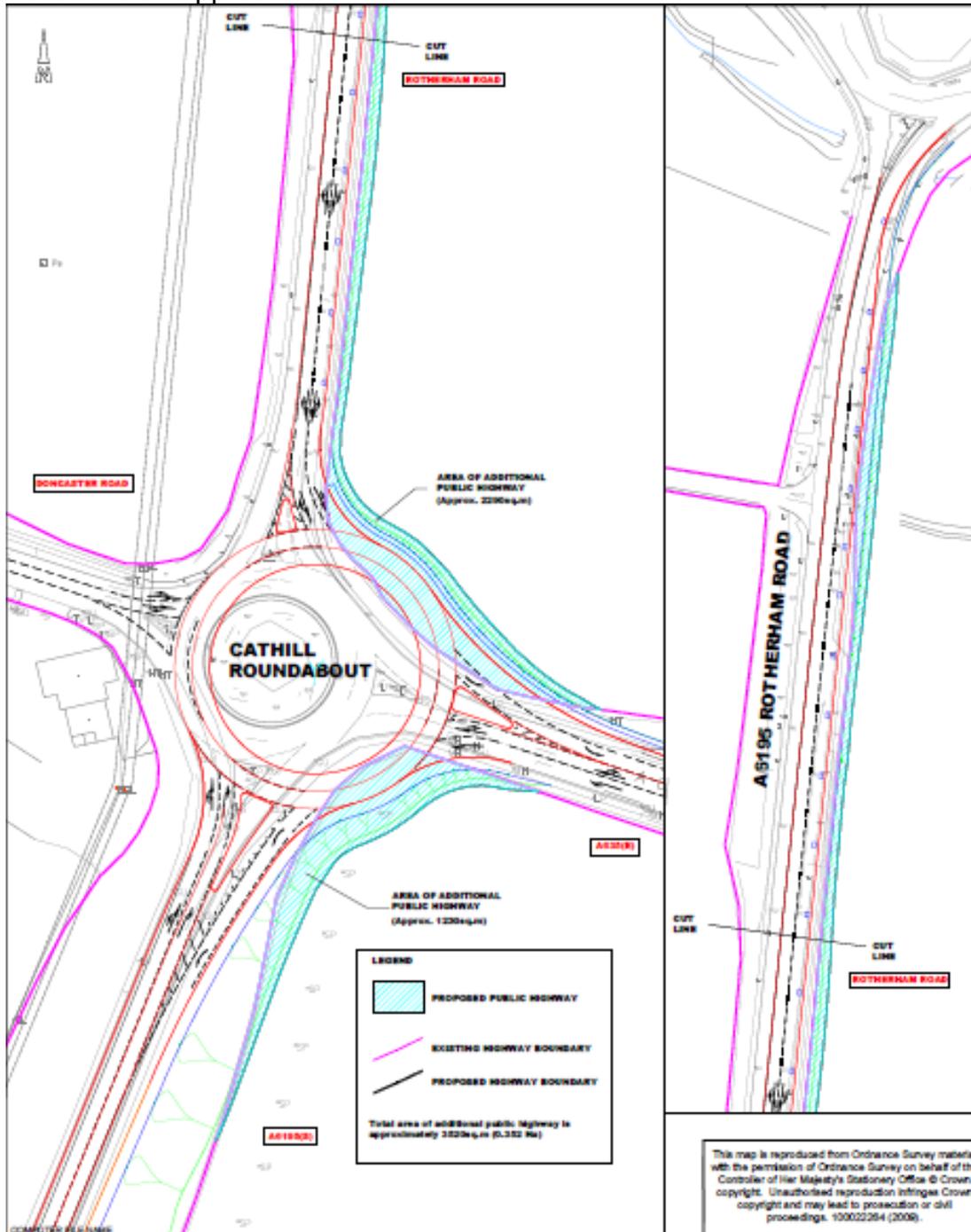
- I. **Wath Road Roundabout** – increase the size of the roundabout by 7m to approximately 65m. Widen A6195(E) approach to two lanes and provide a third lane left turn flare into Wath Road(S). Widen exit on to A6195(E) to two lanes converging into one lane. Wath Road (S) entry widen to 3 lane flare at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



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.



- ii. **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.



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Project GOLDTHORPE INTERVENTION CATHILL ROUNDABOUT	Checked CHECKED	File A6195.69.1	Drawing No. HD/A6195.69.1/GA/PH3

Work package B details

The second work package 'B' will deliver a new roundabout/access into the Goldthorpe employment land ES10 (former site reference D1) this 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.

Third Party Land Requirements

In order to deliver the proposed highway mitigations third party land is required in the vicinity of Cathill Roundabout. BMBC Asset Management are in negotiations regarding this acquisition and with regards to appropriate working licences. Completion of the transaction is subject to full business case approval, signing of SCR Funding Award and Cabinet Approval.

In addition to third party land, land currently owned by BMBC which is leased to the RSPB is also required to deliver the improvement works to Broomhill Roundabout. A variation to the lease is required to reflect the changes in the land boundary. BMBC Asset Management and the Council's Bio Diversity Officer are in negotiations regarding the variation of this lease, the injurious affects and ecological compensatory mitigations required.

Acquisition of land may be required to enable delivery of Work Package B improvement works

Delivery of Employment Site reference ES10

To facilitate delivery of employment site ES10, a master planning, advisory arrangement through the "Landsolve" initiative is being progressed with Norfolk Property Services (NPS). This initiative will ensure that the third party landowners relating to the employment land (site ES10) are fully on board, and will assist in enabling a development agreement to be formalised with the ultimate end user, who will develop out the site.

In addition, further traffic modelling work is being commissioned to determine the most feasible access into the site.

Delivery of the Highway Infrastructure

The SCRIF grant will assist with addressing the viability gap in terms of dealing with the offsite infrastructure issues (highway mitigations to Cathill; Broomhill and Wath), to enable the employment site to be put into a position that will enable the site to be

developed out successfully. These works have been confirmed by Planning as permitted development.

Once the design for the access into the employment land (site ES10) has been finalised, consultation with the Planning service will determine whether this element of infrastructure is permitted development or whether it requires planning permission. Sufficient time has been built in to the programme to allow for planning permission to be obtained, should it not be designated as permitted development.

Next Steps

Subject to all necessary approvals, the council will :

- Continue detailed design work required to progress the scheme to delivery stage
- Secure any third party land required to deliver the scheme as outlined above
- Consider delivery of the works under the terms of the Barnsley Contract Procedure rules to ensure that the works are delivered successfully ensuring best value for money in terms of cost, quality of work and actual delivery timescales to maximise expenditure.
- Consideration will be given as to whether the works, services or goods can be provided in-house, subject to value for money considerations or whether it is necessary to seek tenders for any aspect of the project and appoint the successful tender on the basis of most economically advantageous bid. If the latter, the procurement of the works will be via the YORCIVILS framework contract which has already been established and complies with OJEU regulations. This option was used successfully for the delivery of the SCRIF funded Highway Improvement scheme at M1 J36 Hoyland.
- The Landsolve initiative will continue, involving the landowners, with the 1st stage developing the draft masterplan completed by the end of January 2019, before moving onto stage 2 of the commission, developing an acceptable options agreement with the landowners that will facilitate the commercial development.
- Consult with the Planning Service regarding the design for the access into the employment land (site ES10) will continue, and once finalised dependent upon whether this element of infrastructure is permitted development or whether it requires planning permission, the appropriate permissions will be sought. (Notwithstanding this, sufficient time has been built in to the programme to allow for planning permission to be obtained, should it not be designated as permitted development).

