

## **M1 Junction 37 – Phase 2 (Claycliffe )**

### **Background**

In 2016, Sheffield City Region approved in principle the outline business case for the M1 Junction 37 Economic Growth Corridor and SCRIF resources of £11,808,000 (subject to full business case approval). This was made up of £8.4m to fund six individual offsite highway mitigations, one of which included the highway improvement to the A628 Dodworth Road / Pogmoor Road crossroads. The remaining £3.4m was earmarked to contribute towards the onsite viability works required on the local plan proposed mixed use site reference MU1.

At the time of the 1A outline business case approval, it was envisaged that the proposed mixed use development site ref: MU1 would act as a catalyst for the remaining existing allocated employment sites located at Capitol Close Business Park (South of MU1).

However, the current situation has altered dramatically. There was a significant delay in the proposed adoption of the Barnsley Local Plan. This has affected the delivery timescales for the proposed development at MU1 however the Joint Venture Company ‘the Barnsley West Consortium’ proposing to deliver the MU1 site remain fully committed to the development.

Whereas at J37 Capitol Close Business Park, a change in land ownership coupled with a more proactive marketing campaign, has seen interest increase and the site has attracted actual planning applications for design and build schemes as well as schemes with specific end users now coming forward in advance of the development at MU1.

The current highway capacity constraints at the A628 Dodworth Road / Pogmoor Road crossroads, the level of traffic generated from planning permissions granted and planning applications submitted for consideration, along with those enquiries that are resulting in pre-planning enquiries mean that without highways mitigations being delivered in the near future, the development sites at J37 Capitol Close will not be delivered to full capacity, along with any other future development (including other existing employment sites around the Capitol Park vicinity) with a potential impact on the crossroads also being unable to come forward.

To mitigate the risk of Barnsley MBC refusing development, together with losing the employment opportunities that effectively contribute to Sheffield City Region’s Strategic Economic Plan (SEP) and Integrated Investment Plan (IIP), it was agreed with Sheffield City Region, to progress a standalone business case for the highway improvements required at A628 Dodworth Road/ Pogmoor Road crossroads. This has been progressed through the appraisal process and for the purposes of securing the SCRIF funding known as ‘M1 Junction 37 - Economic Growth Corridor – Phase 1’. Further details are provided in Appendix 1 of the cabinet report attached.

### **Current situation**

The preparation and submission of the wider full business case for the remaining £10,636,629 is being progressed, known as 'M1 Junction 37 - Economic Growth Corridor – Phase 2'.

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 (ref MU1 on the attached plan) (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.

As part of the outline business case submission, traffic modelling has been carried out to understand the level of highway mitigations required to facilitate the development of the MU1 site.

These indicative mitigations comprise of

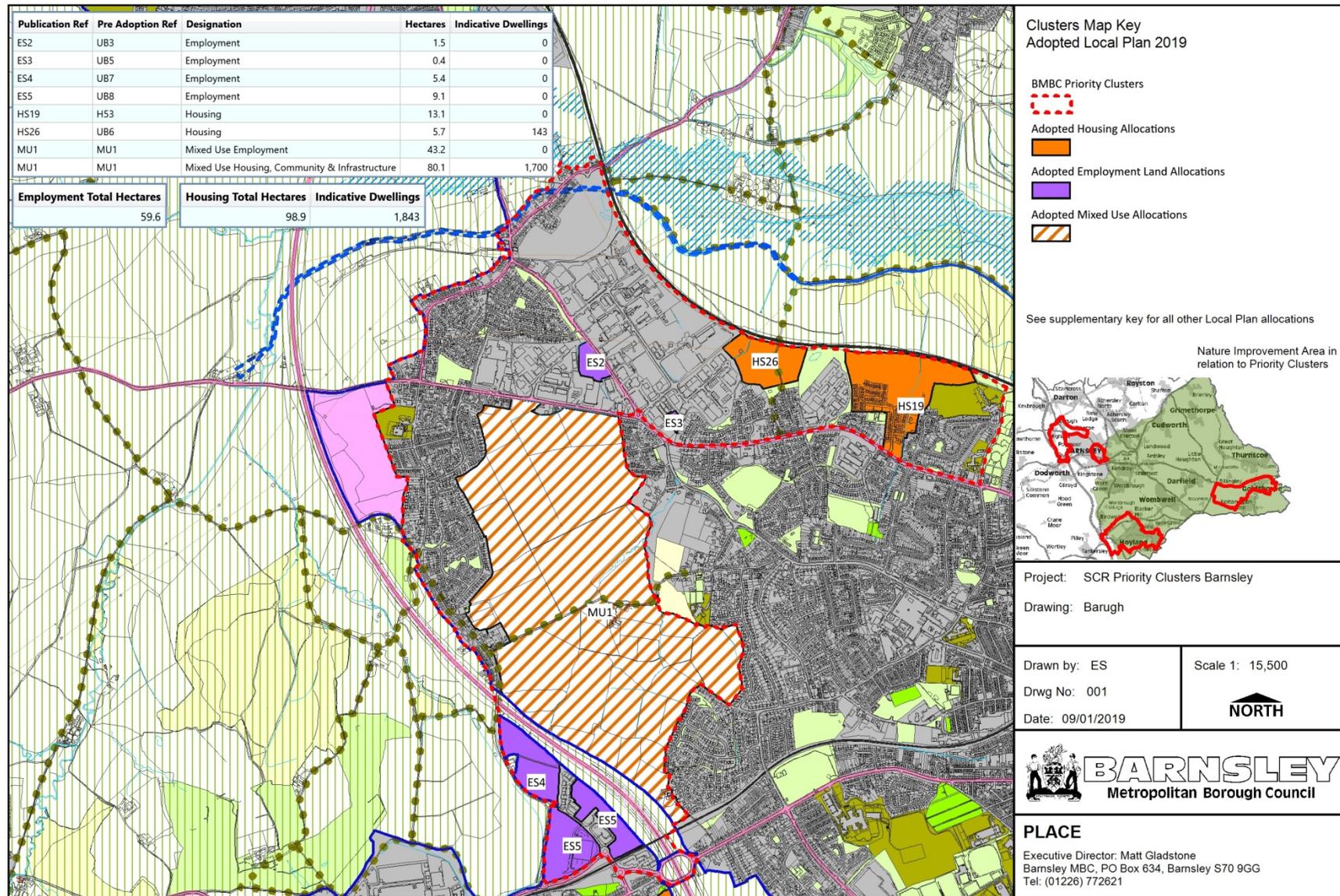
1. Upgrade of Higham Lane / Capitol Close link
2. Upgrade of Capitol roundabout
3. Barugh Green (Dearne Hall) roundabout
4. Chestnut Tree roundabout
5. J37 Signalisation Improvements

The mitigations, along with facilitating the access into MU1 are now being worked up into detailed designs to understand the costing implications of each, ascertaining whether they are still required to determine the amount of SCRIF that can be allocated to the Barnsley West Consortium to assist with the viability gap on site at MU1.

The Barnsley West Consortium have optioned the third party land owners required to deliver the site MU1, and have a draft masterplan prepared by Spawforths that was submitted in support of the local plan.

The Local Plan, adopted by full council on 3<sup>rd</sup> January 2019 (CAB 12.12.2018/8) allocates 297ha of land for employment purposes including 43ha on a mixed use site ref MU1 in the vicinity of M1 Junction 37, Barugh Green / Claycliffe which can be developed up to 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 37 is attached to this report



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Barnsley MBC have commissioned Aecom to undertake the necessary Webtag appraisal which is a requirement for such large schemes to demonstrate how the transport appraisal process supports the development of investment decisions to support a business case.

### **Next Steps:**

Further work will be carried out to inform the masterplan, site surveys, further viability and phasing of development that will be shared with Barnsley MBC to assist with the development of the M1 Junction 37 - Economic Growth Corridor – Phase 2' full business case.

The full business case is currently being prepared, and will be finalised and submitted to SCR for appraisal by the CA once all the information is available. A key component of the development of the business case is the referencing of the delivery of the A628 Dodworth Road / Broadway Junction Improvement scheme which was approved by the Council on 18<sup>th</sup> February 2019 subject to conditions. The business case will detail scenarios based on the delivery of this junction improvement being delivered, the delayed delivery of this improvement and also a scenario of non delivery to understand the impact of these scenarios of the deliverable outcomes/ outputs in terms of commercial floorspace targets and housing numbers. The proposed highways mitigations will also be modelled to reflect the scenarios and also to ascertain the timing requirements for delivery.

Subject to approval of the full business case and agreement of the outputs / outcomes negotiations will be undertaken with SCR in respect of the grant funding agreement. Acceptance of the SCRIF grant in respect of this business case will be subject to a further cabinet report.

To mitigate any risk to the council of potential grant funding clawback from Sheffield City Region due to non delivery of any outputs that are conditioned to the SCR Grant following appraisal of the full business case, back to back Development Agreements will be negotiated with the Barnsley West Consortium

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

Subject to full business case approval and Cabinet approval, delivery of the works will be considered 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.

Consultation with the Planning Service regarding the design for the highway mitigations and once finalised dependent upon whether the individual elements of infrastructure are permitted development or whether they require 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 they not be designated as permitted development.