

Goldthorpe Masterplan Framework

Statement of Community Engagement Report

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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:

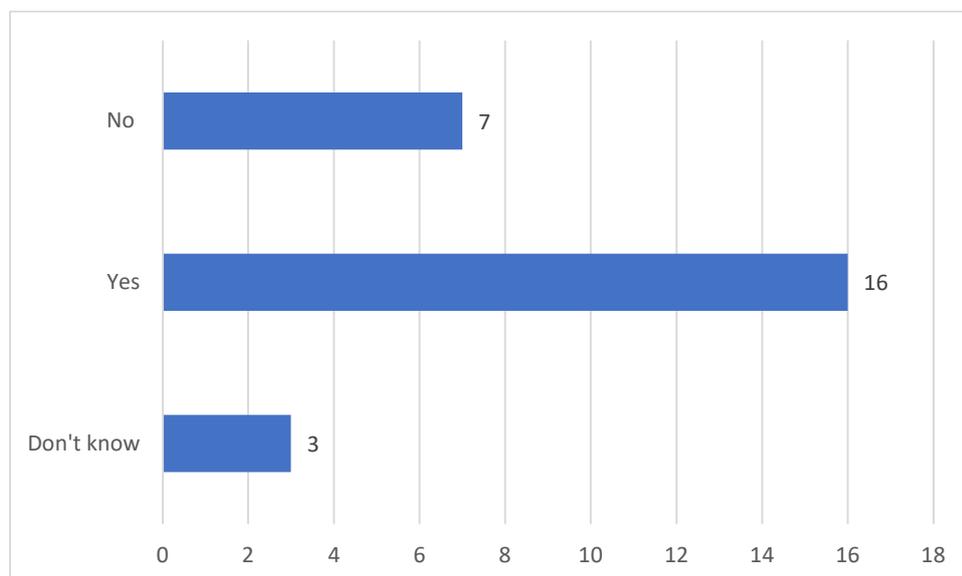
- **Questionnaire** – Via a submission of the consultation form found on the BMBC website, which could be submitted online or by post.
- **Masterplanning Inbox** – Via emailing feedback to the designated inbox.

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

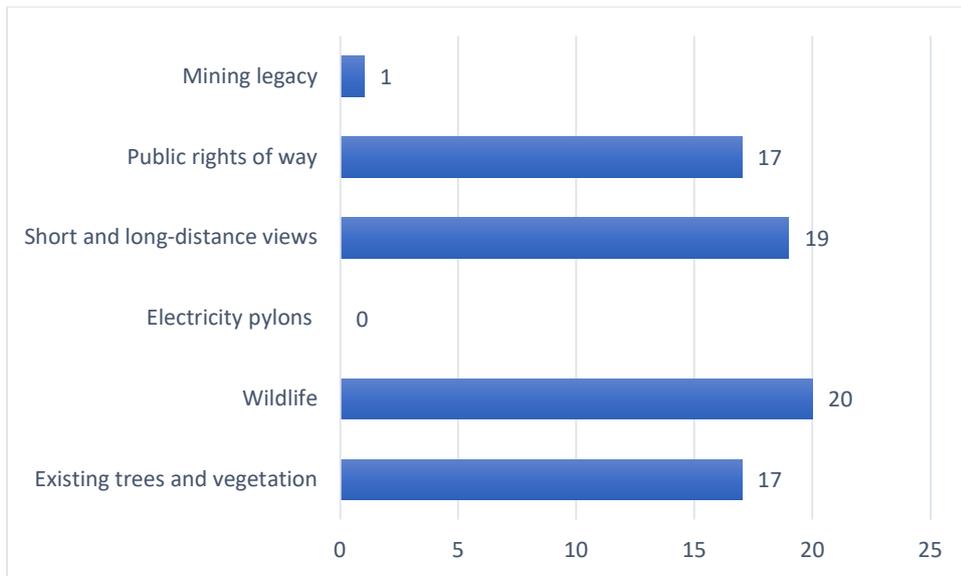
Q1. Do you agree with the Masterplan Framework's vision, which seeks to create a sustainable and inclusive employment development with high-quality design and landscaping?

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.

Goldthorpe SCI



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.
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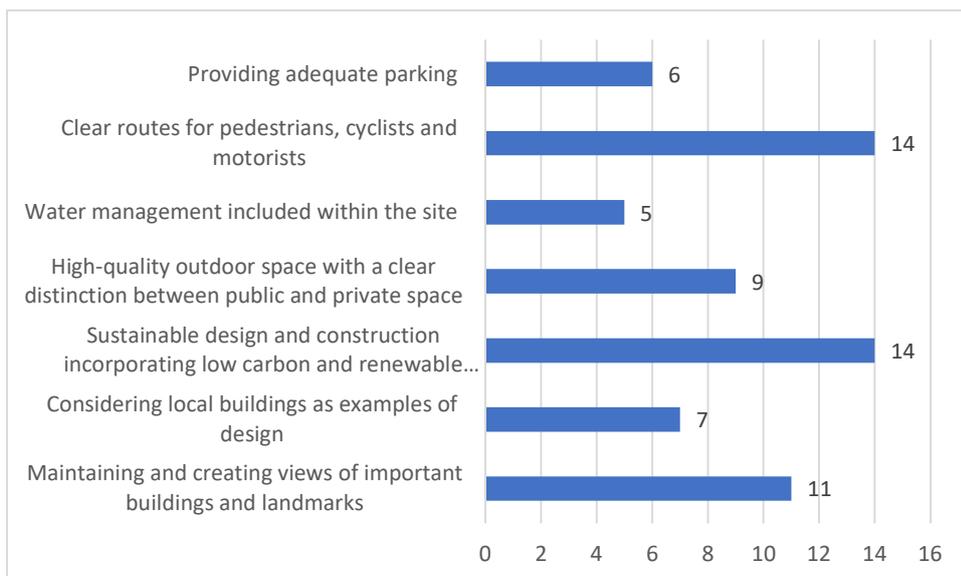
The non polluted stream that runs along the site including the fish and ducks etc, that live in the stream.

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?
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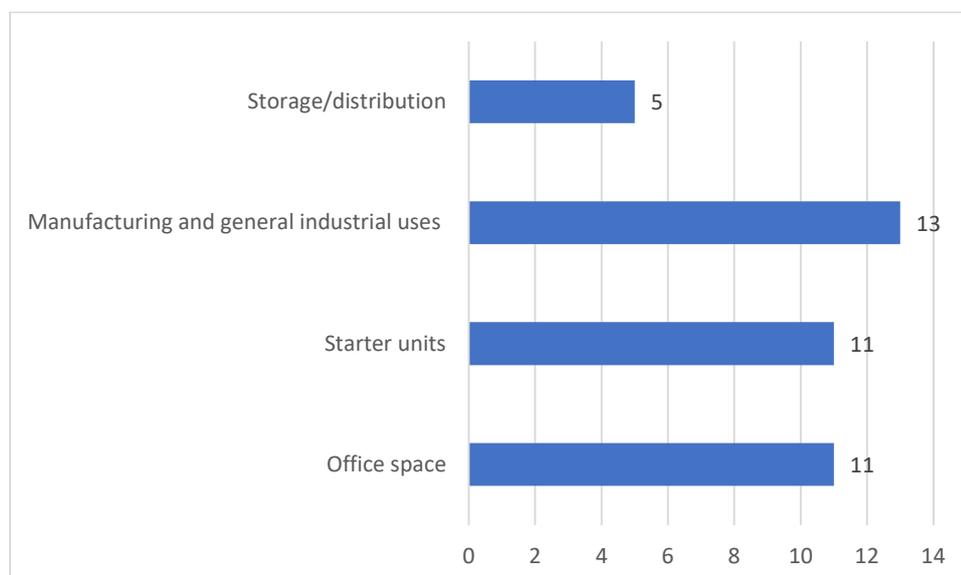
Q3. What do you consider to be the most important for guiding the design of the new development? Please tick all that apply.



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. It'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 includ rainwater harvesting to control flooding and high volume run off to carr dyke
Fresh air, quiet area, low key noise

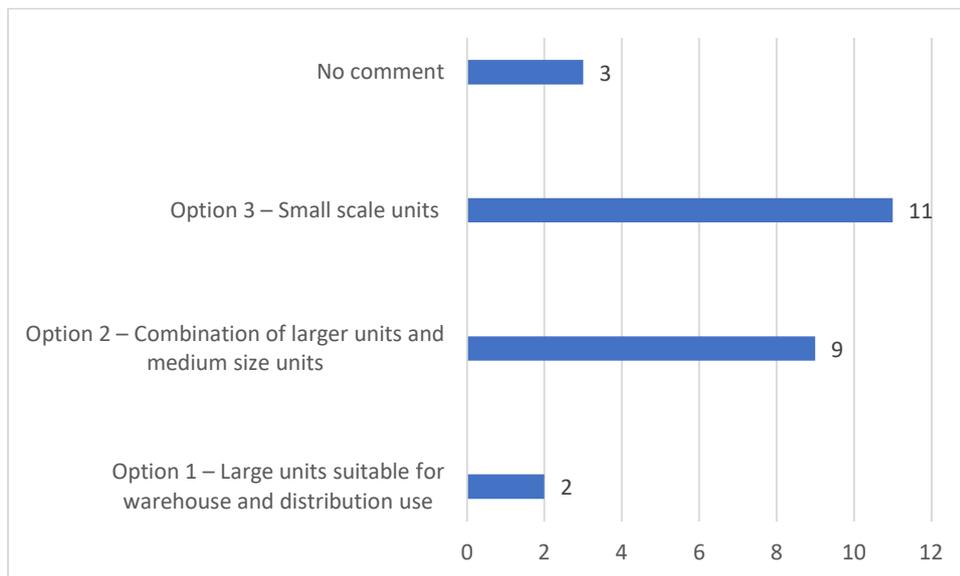
Q4. The draft Masterplan Framework proposes a variety of employment uses for the site. What employment uses do you think that the development should provide? Please tick all that apply.



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

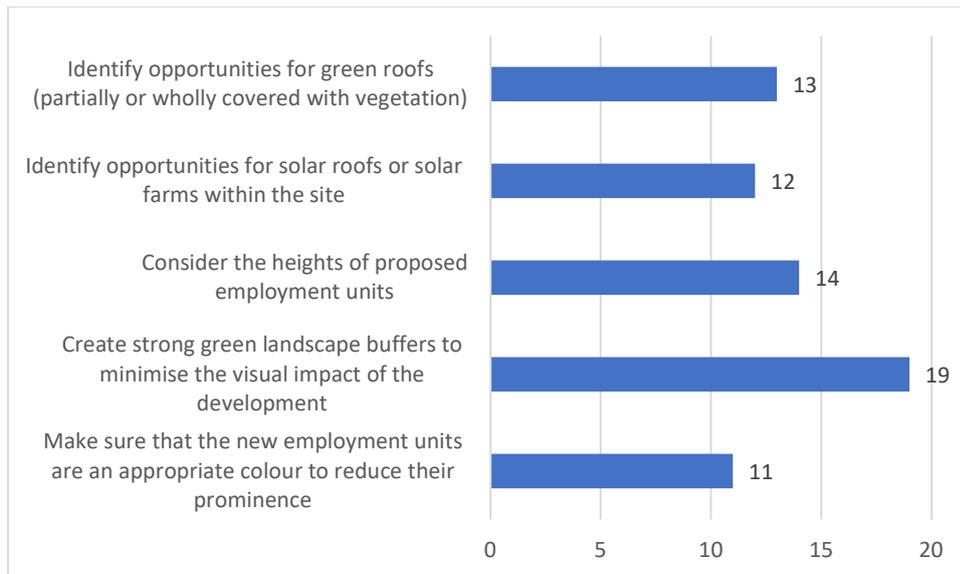
Option 3 – Small scale units

<p>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</p>
<p>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</p>
<p>Because you have not considered Option 4 - none of the above!</p>
<p>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</p>
<p>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.</p> <p>The development of manufacturing units which might be manufacturing of any size would be a benefit for the local economy.</p> <p>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.</p>
<p>More job prospects in a combination of units</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>Hicketon 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.</p> <p>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.</p>
<p>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.</p>
<p>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.</p>

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.
Option 2 There seems to be an increasing need for distribution centres and new start businesses. Expanding business may need more space or satellite sites. ?Is there still such a need for office space given more people can work remotely ?Leisure facility especially tennis courts as no local ones (especially indoor)
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. 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. In summary I would prefer and would fully support a development identified by Option 1.
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.

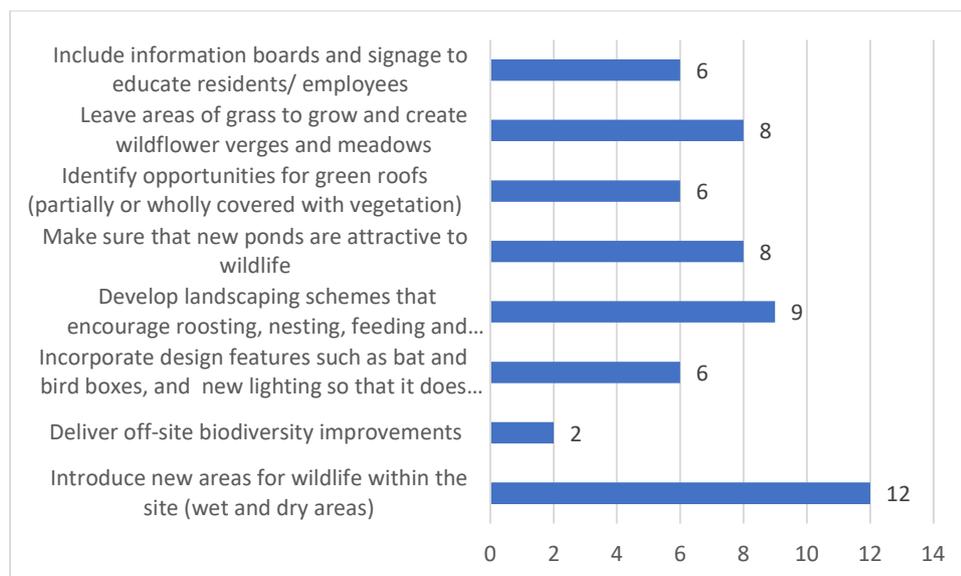
DON'T BUILD ON THE SITE!

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.)

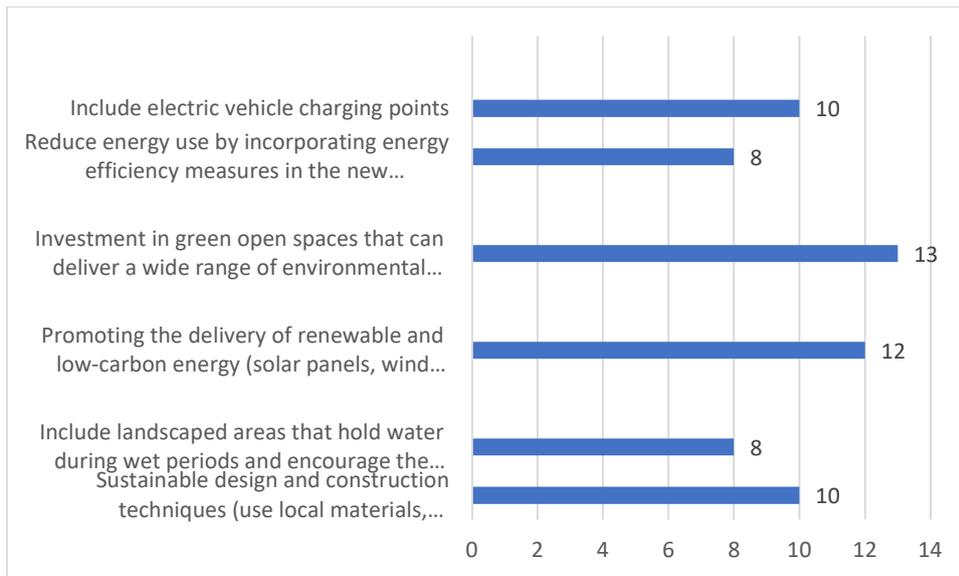
Goldthorpe SCI



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

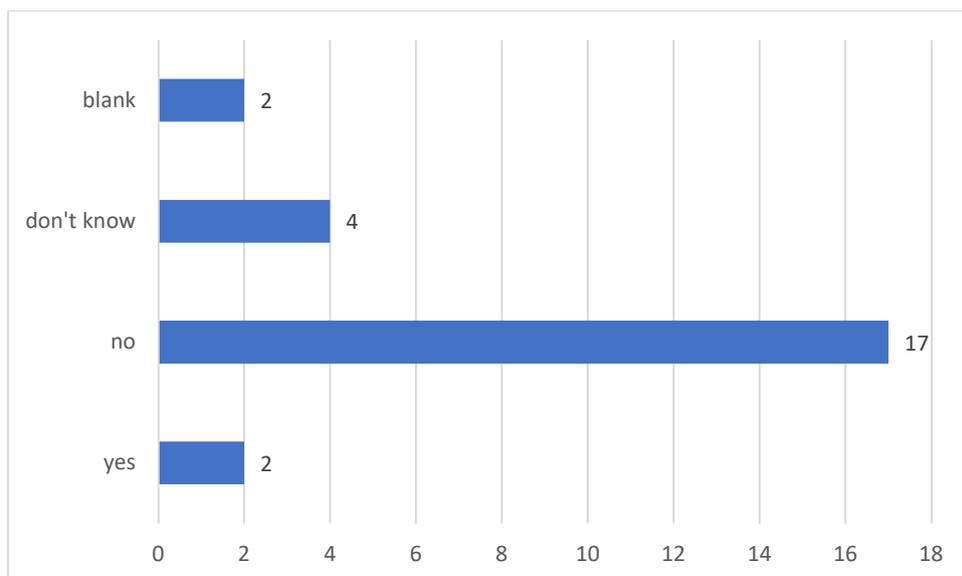
What areas do you consider to be important in achieving sustainable development and reducing future impacts on climate change? (Please tick three options.)



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 that aren't 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 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).

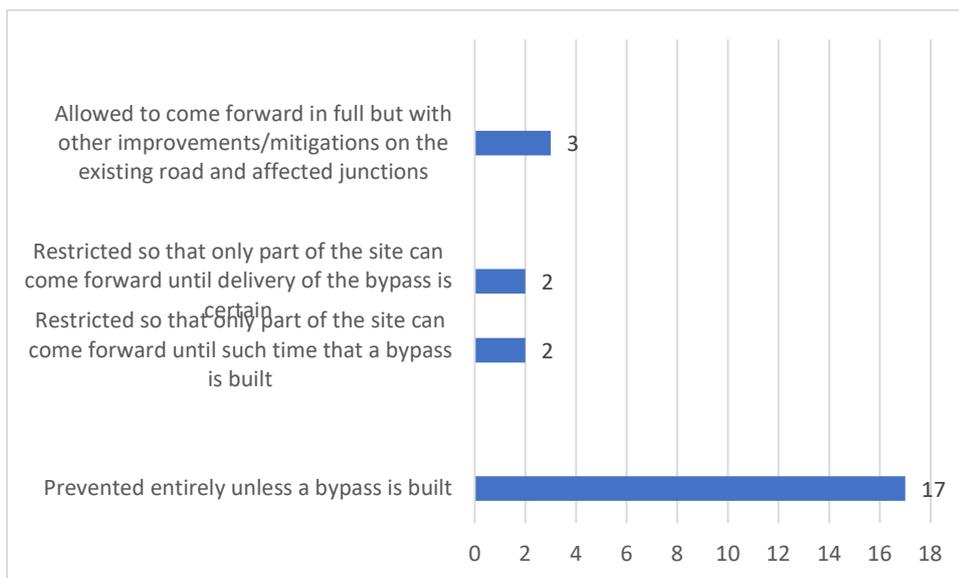
	1 st	2 nd	3 rd	4 th	5 th
Additional wetland	6	6	4	7	2
Additional woodland	9	8	6	1	0
Additional hedgerows	3	6	8	6	2

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
This page is faulty as it auto selects other as 5 when pressed please have your IT department rectify
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.

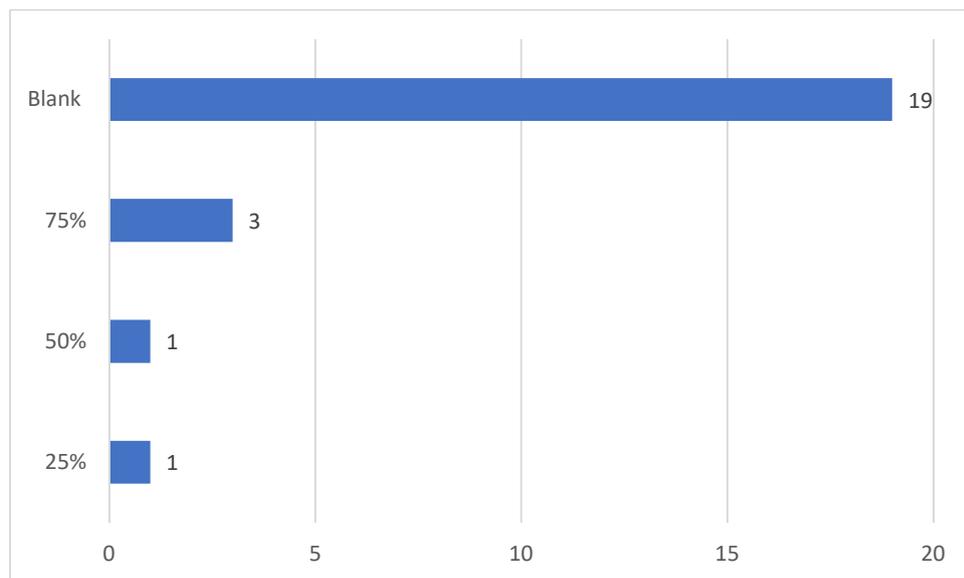
Question 13

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 to go 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

<p>traffic. Hopefully after COVID19 break we would prefer for the residents to have a meeting to discuss the masterplan.</p>
<p>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.</p>
<p>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</p>
<p> </p>
<p> </p>

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; (1) You cannot even consider this a viable plan without the Hickleton bypass being built (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 of 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 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, HGV 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/noise 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 off set 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 resident 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 increase 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. 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. 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. 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. 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. Planting sapling trees does not reduce CO2 levels for at least 20 years. Please tear up the framework or at least put it on long term hold and blame Covid. 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 recognignion 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 consult 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

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 newer 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 Conservational 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

Goldthorpe Masterplan Framework
Consultation - Response by The Joint Rural Parishes

Background.

The Joint Rural Parishes (JRP) which represents the rural communities to the west of Doncaster, Barnburgh, Harlington, High Melton, Adwick on Dearne, Cadeby, Hickleton, Marr, Brodsworth, Pickburn, Green Lane, Hooton Pagnell, Clayton, Frickley, Moorhouse, Hampole, Skelbrooke and Sprotbrough 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.

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.

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', this is in itself, is a grievous cause for concern.

Further, along with a very short consultation period and lack of detailed evidence, the Council are seeking views from its electorate, communities 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 the vast majority of 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.

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.

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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.

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.:

- 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

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.

Traffic Volume, Congestion, Road Network and Capacity.

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 Cathill, Broomhill and Wath Rd, with a new roundabout being created off the A635.

We congratulate BMBC on securing significant funding to improve its road infrastructure to support its economic growth plans and also, for delivering these upgrades in advance of proposed development.



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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.

The Vision – 'To create a deliverable, sustainable high-quality employment site which will provide for the town and the wider Deane Valley'

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.

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 Hickleton and Marr and negatively impact on Doncaster's Highway Network.

Although not yet quantified, new job creation and customers attracted to the site, as well as, nearly 500 new homes will inevitably increase traffic volumes to and from these locations.

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.

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.

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 e.g., those from the Colossus Hermes development or those from the Goldthorpe Masterplan or its neighbouring two allocated housing developments.

Although fairly comprehensive, but clearly not definitive in encompassing impacts from all planned development, it demonstrates, that, even without development the A1m/A635 roundabout Junction 37 – applying the Ratio to Flow Capacity (RFC) measurement - that 4

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out of the 6 arms/lanes are either nearing or over capacity; and with the listed level of development, this only increases the impact and raises the RFC values higher. The report states, 'that the proposed mitigation measures are forecast to result in additional queueing on the A635 West approach' and further states, 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.

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.

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 severe, 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.

The JRP 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/A1m needs to be carried out.

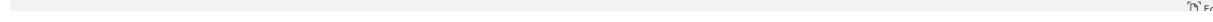
This development proposes to attract more traffic to an already congested roundabout which will result in even longer queues along the A635 and A1m slip roads to the roundabout and further impacting the static and standing congestion along the A1m Strategic Road Network, creating a less safe environment for road users.

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.

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 15th Aug 2016.

The basis of this submission was as a result of DMBC conducting a traffic monitoring count along the A635 in 2014, which showed a worsening congested road, rapidly approaching capacity.

These concerns were in regard to BMBC's proposed Employment and Housing Development strategy to develop the 5 miles from Darfield to Goldthorpe along the A635 which would



Paragraph	Styles
<p style="text-align: center;">Goldthorpe Masterplan Framework</p> <p style="text-align: center;">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’</i> and it further states, <i>‘... 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 Hixkleton and Marr in Doncaster arise from existing traffic,’</i> and Impact: <i>‘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 most congested roads within SY which is likely to impede Economic Growth 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 13th Sept to 26th Oct 2018 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 paragraph 9 of the Department for Transport’s policy document – ‘THE STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT’ 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, 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.</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 style="text-align: center;">Goldthorpe Masterplan Framework</p> <p style="text-align: center;">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 neighbouring 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 Hixkleton, as measured by DMBC, show that the villages east of the Goldthorpe Masterplan developments, is the worst in the Doncaster Metropolitan Borough.</p> <p>Marr, Hixkleton 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 8th Nov 2018, which states <i>‘... Data supplied by</i></p>

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<p style="text-align: center;">Goldthorpe Masterplan Framework</p> <p style="text-align: center;">Consultation - Response by The Joint Rural Parishes</p> <p><i>Friends of the Earth show the middle of the village (Hixkleton) 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 this month 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 15th Aug 2016, DMBC was so concerned about air quality in the area of 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 prioritised 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 Hixkleton. 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 Hixkleton.</p> <p>The EU Air Quality Directive, 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 PCICC <i>‘The Government Draft Air Quality</i></p>	<p style="text-align: center;">Goldthorpe Masterplan Framework</p> <p style="text-align: center;">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 NO2Doncaster 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 Sept 2019: 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 March 2021, 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 DfT transparently holds local authorities accountable for reducing air pollution and that they are responsible for achieving this, in the shortest possible time.</p> <p>We consider, over the last 5 years, both Barnsley and Doncaster Councils have done their citizens and neighbouring 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 in order 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 NOx 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 those forecast to experience delays which could limit economic</p>

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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.

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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, overwhelming 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

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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 Hamble 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.

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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?

<p style="text-align: center;">Goldthorpe Masterplan Framework</p> <p style="text-align: center;">Consultation - Response by The Joint Rural Parishes</p> <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 ask, 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 Thurnscoe, with a suggestion that both the existing Goldthorpe and Thurnscoe 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, customers 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 to 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 style="text-align: center;">Goldthorpe Masterplan Framework</p> <p style="text-align: center;">Consultation - Response by The Joint Rural Parishes</p> <p>from air pollution, noise pollution and vibrations from the A635 through Marr and Hickleton.</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 as a result of 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 realisation 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 style="text-align: right;">Date: 7th March 2021</p>
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Response to consultation themes

Feedback themes	BMBC response
<p>Opposed to the development and building out of the site</p>	<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>
<p>Impact on existing green landscape</p>	<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 SYPTE 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



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 Dearne Valley Parkway.



PO Box 634, Barnsley, South Yorkshire S70 9GG

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

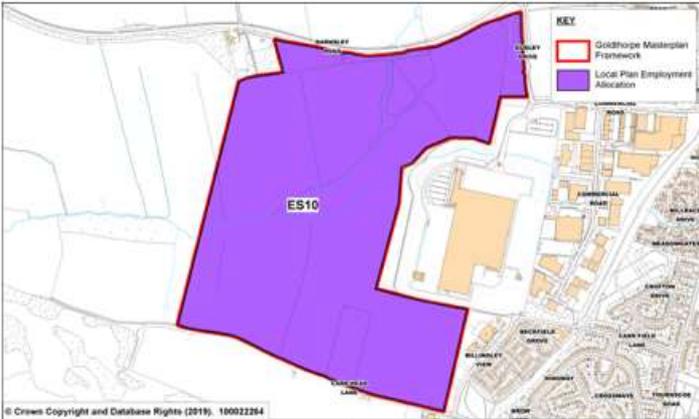
Spatial Planning Project Manager

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

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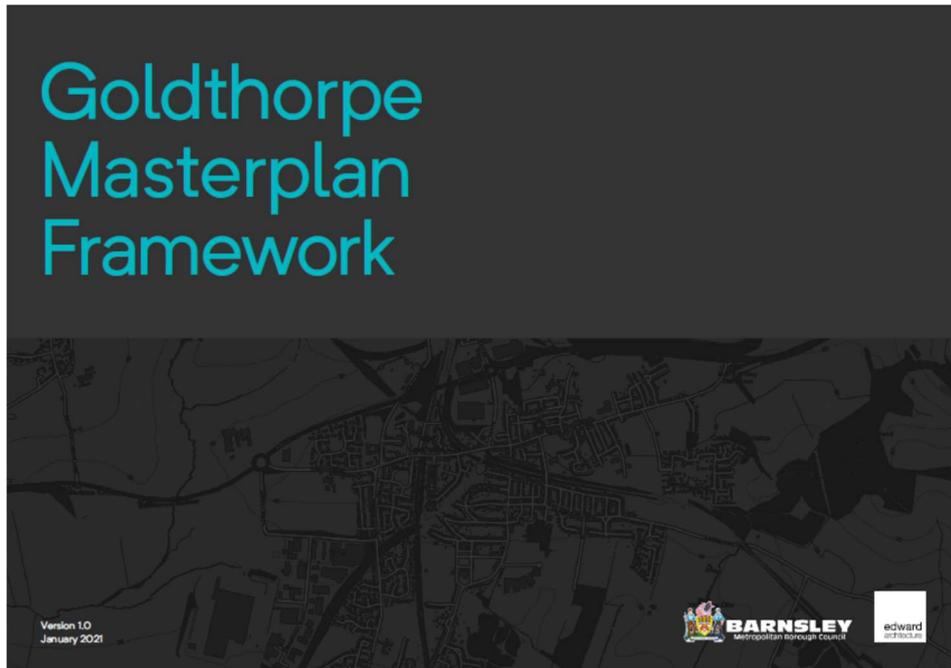
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Joe Jenkinson
Head of Planning & Building Control
PO Box 634
Barnsley
S70 9CG



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



Contents

What is a Masterplan Framework and why is it required?	3	Design consideration: Movement and transport	12
Technical considerations	7	The concept masterplan	14
Site constraints	10	Next steps	18
Site opportunities	11		

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.

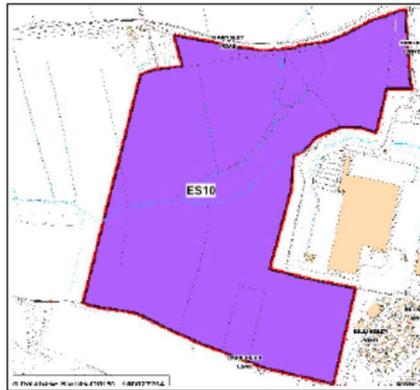
The site also neighbours two allocated housing sites HS651 to the south, and HS44 to the east.

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

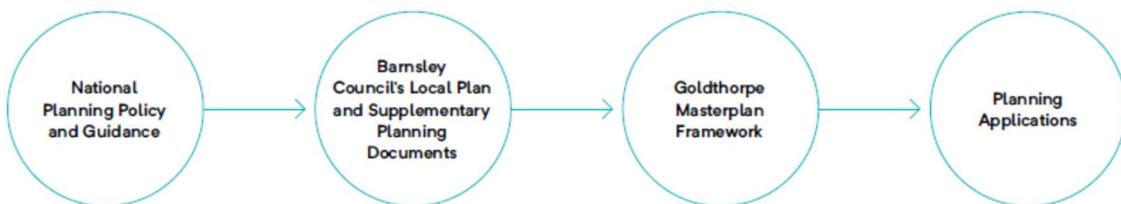
The Goldthorpe Masterplan Framework site covers local plan site reference ES10 and is located off the A635 west of the settlement of Goldthorpe.

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. [\[Link\]](#)

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

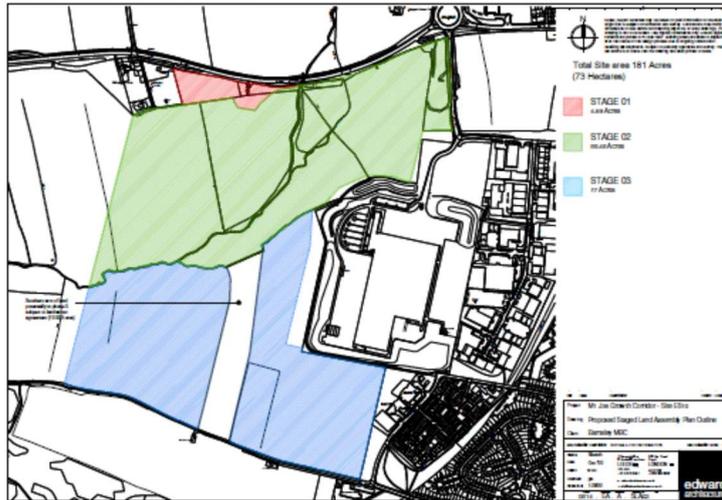
This feedback will be reviewed and considered when drawing up the final Masterplan Framework. The Masterplan Framework will need to be approved by Cabinet before the determination of any planning applications within the masterplan area. Technical work is currently ongoing that will help to shape the Masterplan Framework and its requirements.

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

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

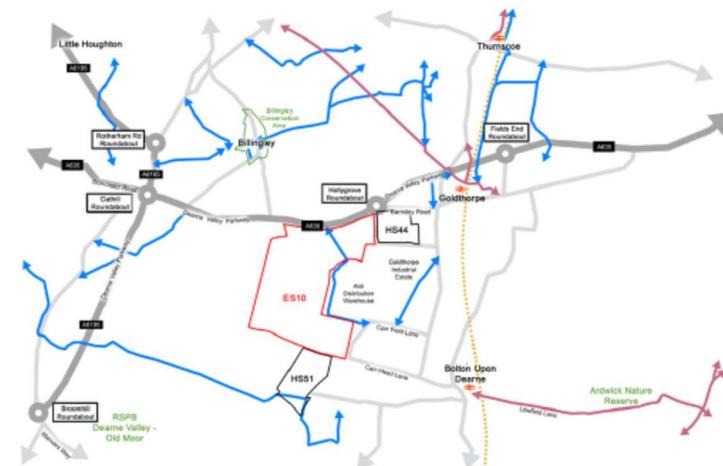
Goldthorpe Rail Station is located approximately 2km east of the site. Operating on the Wakefield Line, it provides hourly rail services between Leeds and Sheffield from Monday to Saturday, with a reduced service on Sunday. This allows people to travel to and from the site via rail as part of a combined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



Goldthorpe Masterplan Framework

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:



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.

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 Deame Valley, Old Moor to south-west
- Don't affect the openness of the adjacent greenbelt, to north, west and south of site
- Don't negatively affect the residential amenity of adjacent future housing sites

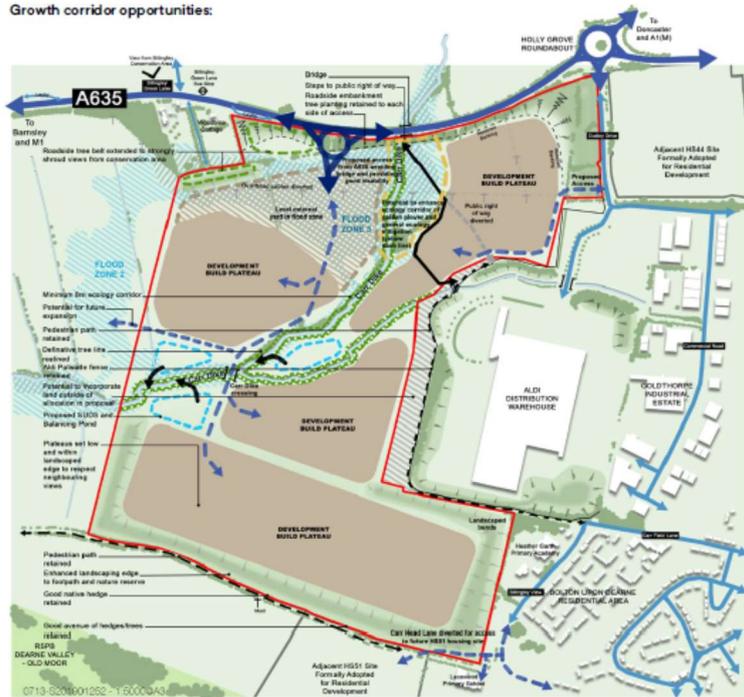
Growth corridor constraints:



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 treescapes 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 highways improvements facilitate 168,000sq.m employment floor space

Growth corridor opportunities:



Design considerations: Movement and transport

Access

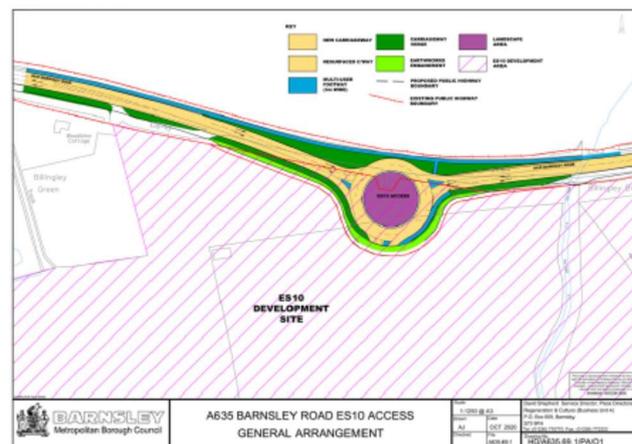
Access into the site will be taken from a proposed new roundabout on the A635 which would be the main entry point to the development. A secondary access could be taken from Dudley Drive to allow access into the plots to the north east. The site is also required to provide access into the residential 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

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

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

Option 3:
Business park style



Goldthorpe Masterplan Framework

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