# STATEMENT OF COMMUNITY INVOLVEMENT

## Land West of Sheffield Road, Hoyland

NEWLAND DEVELOPMENTS

191HA800

DEVELOPMENT & PLANNING | LEEDS

June 2020

CUSHMAN & WAKEFIELD

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| Version | Prepared by | Approved by | Date |
|---|---|---|---|
| **Statement of Community Involvement** | Katrina Crisp MTCP, MRTPI | Katrina Hulse BA(Hons) MA, PGDipLaw MRTPI | June 2020 |

# 1. Introduction

1.1 Cushman & Wakefield (C&W) has been instructed by Newland Developments (the Applicant) to submit a hybrid Planning Application with detailed permission sought for a new distribution centre (Class B8), drainage infrastructure, new link road linking with the Hoyland South Masterplan area and Birdwell roundabout, associated earthworks and outline planning permission for 71,515 sq.m of employment uses (use Class B1/B2/B8) at land west of Sheffield Road, Hoyland.

1.2 Further details of the proposed development are described in the accompanying Planning Statement also prepared by Cushman & Wakefield.

1.3 Cushman & Wakefield have been instructed to provide public relations and community consultation support for this proposal, incorporating a strategy for community engagement.

1.4 This Statement of Community Involvement has been prepared by C&W on behalf of the applicant in support of the hybrid planning application.

1.5 This Statement of Community Involvement sets out how Cushman & Wakefield together with the Applicant and Barnsley Council had engaged with the relevant stakeholders including elected members and local residents in the planning and development of this scheme.

1.6 The consultation process has combined the community consultation for the Hoyland West Masterplan Framework and the hybrid planning application. The Hoyland West Masterplan Framework covers a wider area than the application proposal and includes all land falling within Local Plan Policy ED13 and HS57. The Hoyland Masterplan Framework, once adopted, will provide the overarching development principles for Hoyland West. The hybrid planning application follows the principles set out in the draft Framework. A copy of the Illustrative Masterplan Framework is in Appendix 1.

1.7 The community consultation strategy has been agreed with Barnsley Council and due to COVID-19 the consultation of the Masterplan Framework has been online and has included a series of question and answer sessions open to the community.

1.8 A significant number of people within the community have responded and the consultation has proven to be extremely useful for gaining local stakeholder and community opinion. The representations will be reviewed as part of the Masterplan Framework and application process and where appropriate, amendments will be made to either the Masterplan Framework or the planning application.

1.9 Throughout the evolution of the Masterplan Framework, and during the pre-application stage the design team and the applicant have worked collaboratively with the Council and there have been a significant number of meetings and events held between the parties to work up the principles of the Masterplan Framework and provide advice and input into the planning application. This will continue up to the adoption of the Masterplan Framework and the determination of the planning application. The collaborative working will enable both the Masterplan Framework and application to be delivered expediently, thus speeding up the planning process.

# 2. Objectives

2.1 The primary objective of this Community Involvement Procedure has been to inform the local community and key stakeholders of the details of both the Masterplan Framework and the application proposal and seek widespread feedback about both, prior to further work being undertaken on the Masterplan Framework and a final document being prepared, and the submission of this planning application. This will ensure that the scheme aligns with existing local needs and has local support.

2.2 The consultation has taken into account the aspirations of the Localism Act (2011), local planning policy and community involvement guidance. Our pre-application engagement strategy has been developed alongside Barnsley Council to ensure continuous and ongoing negotiations with the local council and community. In line with National Planning Policy the scheme ensures the community remains involved throughout the evolution of the Masterplan Framework and subsequent decision-making process for the hybrid planning application.

2.3 Pre-application engagement forms part of National Planning Policy and is encouraged by the council. The National Planning Policy Framework indicates that:

*"Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussions enables better coordination between public and private resources and improved outcomes for the community."*

2.4 The client and project team recognise the importance of undertaking early engagement to ensure a transparent and open process. Community engagement also has many known benefits to securing a long-lasting positive legacy within a community. Early engagement helps to open communications between the parties involved and to highlight at the beginning areas of conflict which could look to be resolved ahead of a submission. Local communities that are more informed about the proposed development and how it affects them are more likely to support and contribute to the development process as there is a greater sense of understanding and transparency between the parties.

2.5 Formal pre-application consultation has been carried out with Barnsley Council to define the scope of the works including the details of the community engagement proposed, which has covered both the Masterplan Framework and the application proposals.

2.6 Additional consultation was also undertaken with the Executive Director of Place as well as the Executive Level of the Council and Technical Workshops with relevant Council stakeholders. An online consultation for the Masterplan Framework has been undertaken using online feedback forms available for residents and online Q&A sessions. The online Masterplan Framework consultation took place between 7 May and 18 June 2020.

# 3. Consultation Approach

## Consultation with Barnsley Council

3.1 The Council and the project team have worked together on both the Masterplan Framework and the application to ensure a consistent approach was taken to both the Masterplan Framework and the application.

3.2 The pre-application engagement consultations with Barnsley Council have been extensive; it has included:

- monthly project meetings with the Head of Planning, the Project Manager and technical consultees within the Council such as highways and urban design;
- Regular meetings with senior personnel in the Council's regeneration team, which has included discussions on the investment being brought forward, jobs and infrastructure funding;
- Weekly steering group meetings with the Council's Estates team, the Forge Community Partnership and the developers on the relocation of the existing sports and community facilities;
- Meetings on topic specific issues such as Highways Design;
- Technical workshop with a wide range of internal consultees from the Council and the applicant's technical team (20th March 2020)
- Design Review Panel was held on the 1st April 2020 – the Masterplan Framework and application designs were presented to a panel which included local architects, landscape architects, members of the Civic Trust and local councillors. We are proposing to present again in early July 2020 following the feedback from the Masterplan consultation and subsequent amendments to the scheme in light of local resident's feedback.

3.3 A presentation was given to the Council on the 14th May 2020 by Hermes, who wish to develop one of the employment plots within the Masterplan Framework. This provided an opportunity for Hermes to outline to the Council their business model, the scale of investment and the number and types of jobs that would be delivered. The Council advised on how they could assist particularly in relation to matters of education and training.

3.4 These discussions with the council have enabled a collaborative approach to achieve the wider Masterplan objectives whilst meeting the client's own requirements for this planning application. This will ensure that the proposed scheme delivered improves the outcomes for the local community.

3.5 These discussions and early consultation are also likely to assist with a quicker decision-making process once the application has been submitted.

## Public Consultation

3.6 The public consultation of the draft Masterplan work was carried out in order to engage the local community and stakeholders on a fair, inclusive and meaningful basis prior to the formal adoption of the Masterplan Framework by Barnsley Council. It is the expectation of the

consultation to provide easily accessible and understandable material and context to local residents of the proposed development. The Council's Communications Team have reviewed all material to ensure its suitability for community consultation.

3.7 The scope of the consultation allows the scheme to evolve to a reasonable level before the Framework is finalised and adopted by Barnsley. The public consultation included flyers sent out by Barnsley Council to all residents and businesses within a defined boundary of the site (see Appendix 2). Further notifications of the consultation were published in the local newspapers and on the council's website two weeks before the event, providing sufficient notification to local residents.

3.8 The dedicated website set up with the Council includes an online questionnaire for local residents to complete and FAQs document (See Appendix 3). The presentation boards provided online alongside the FAQs sets out to inform residents of the proposed Masterplan Framework and the principles that will guide future planning applications (see Appendix 4). The website was set up to host the consultation exercise for the six week period between 07 May and 18 June 2020.

3.9 The consultation event was publicised on the council's website. https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-new-local-plan/hoyland-west-masterplan-framework/

3.10 Residents have been aware of the sites ahead of this Masterplan Framework consultation as the site is an allocated employment site in the 2019 Barnsley Local Plan. Part of the Local Plan process requires public consultation in which residents have an opportunity at all stages of the process to make representations on all aspects of the emerging Local Plan and attend the independent Examination in Public.

3.11 It has been brought to our attention that since the approval of the Local Plan and the Hoyland North Masterplan Framework and following public consultation on Hoyland South and West Masterplan Frameworks there has been a local petition which has gained over 1,271 signatures[1] from local residents against development in this area.

## Key Summary

3.12 We consider that the appropriate methods have been carried out during this consultation process and that they are in full accordance with the Barnsley Council SCI and national policy. A website for the Masterplan Framework and a dedicated email address has been set up for ongoing discussions and feedback from the local community to alleviate any concerns which arise over the course of the development of the Masterplan Framework. Furthermore, a dedicated news page has been set up on the Council's website to keep local residents informed of ongoing works within the whole of the Hoyland Development area, including North and West Hoyland Framework areas.

[1] As of 03 June 2020.

# 4. Engagement Results

4.1 This section provides a summary of responses received and actions undertaken as a result of the consultation process. Focusing on the employment and design responses.

4.2 The Council's Communications team kept track of the feedback and comments that were received during the Masterplanning Framework consultation. Together with the Masterplan Framework it was considered that the community held a variety of concerns in relation to the proposed development and wider development.

4.3 As expected from consultation a variety of issues and local concerns were raised. A large number of which were against the principle of the development on the Hoyland West Masterplan area. The issue of the principle had already been decided as part of the Barnsley Local Plan process. Indeed, a petition has been signed by over 1,271 people opposing all development in Hoyland.

4.4 A total of 65 responses were received as of 04 June 2020. Given the online nature of the consultation it is difficult to know for definite how many different people have viewed the consultation and thus the response rate to the consultation.

4.5 Given the number of signatures on the petition (1,271 people), a total of 65 responses seems a low rate of response to the Draft Masterplan Framework consultation. This represents a 5% response rate.

4.6 The concerns that have been raised by this consultation are the subject of continued dialogue between the Council and the wider developer team, including the applicant, who are involved with producing the Masterplan Framework.

4.7 The consultees were asked to provide feedback to a number of questions (26 in total) which relate to the proposed development. A copy of the questionnaire with a summary of responses is available at Appendix 5.

4.8 Residents were asked whether they agreed with the vision of the Masterplan Framework. Almost three quarters (70%) of the responses received disagreed with the vision. There were some (10%) who did not know and 22% who were supportive and agreed with the vision.

4.9 The next question sought to understand what residents considered to be the most important features of the existing site. Unsurprisingly, given the high level of responses against the proposed development, the majority of responses related to the existing tress and vegetation and the wildlife (71% and 68% respectively).

4.10 Residents were also given the option to include anything not already listed. Of these responses; *it included that given the current climate, following COVID-19 it is essential to provide access to green space to support local mental health and wellbeing. One response even notes that there are plenty of brownfield sites in the area without the need to destroy the greenbelt land.*

4.11 When asked, what range of employment uses respondents thought the development should provide, a number of different opinions were given. Just under half of the responses received (51%) would prefer 'other uses' for the site; these were expanded further. Residents proposed that nothing further should be provided on the site, additional small businesses and offices, and to include some retail and service sector provision.

4.12 Office use was the second highest scoring response 42% would prefer to see offices in this location. Only 17% would like to see manufacturing/ general industrial uses at the site and/or storage and distribution uses as proposed.

4.13 Overall, there was some support for the B1, B2 and B8 uses proposed at the site. However, a higher majority would rather not have any additional industrial uses in this location or would rather the site be used for offices and starter units.

4.14 Design feedback was much more mixed. The following options were provided to residents when asked what they considered to be the most important points for guiding the design of the new development:

- Creating views to important buildings and landmarks;
- Considering local distinctiveness;
- Display good design using high-quality materials;
- Sustainable design and construction incorporating low carbon and renewable technology (use local materials, solar panels, high insulation levels, orientate buildings to maximise solar gain);
- High quality outdoor space with clear distinction between public and private space;
- Creating a suitable spine road to divert traffic away from Hoyland Common;
- Healthy and safe environment;
- Clear and obvious routes for pedestrians, cyclists and motorists;
- Retaining Rockingham Sports Ground as is (rather than reconfiguring or relocating);
- Providing adequate parking;
- Other (please specify).

4.15 Again, residents were allowed to pick multiple responses to question 4. The majority of the responses considered that retaining the Rockingham Sports Ground (55%) and creating a suitable road to divert traffic away from Hoyland Common (48%) were the most important design considerations that should guide the development of the Masterplan Framework area.

4.16 Of the responses received 28% replied ‘other’. Of these other responses over half of the comments advised that the design should not be built, that there was no need for additional development at the expense of a loss of the existing open space. Other responses requested that the design should take account of existing views and local amenity and sufficient suitable planting should be put in place to mitigate the impact of the development.

4.17 Creating a healthy and safe environment was also very highly ranked (38%). On the other hand the need to create views to important buildings and providing adequate parking were the lowest ranking response rates.

4.18 The questionnaire included additional requests for feedback on the proposed road layout and design of the scheme. The Masterplan Framework provided 3 different options for Tankersley

Lane. Residents were asked which layout option they would prefer to see. Of the responses received 62% replied with none. Option A (cycle and pedestrian access only) received the second highest response rate 15%. Option C was shortly behind this (closed between M1 & dwellings) at 14%.

4.19 Residents were then asked to provide reasons why, and thoughts on your preferred option. From the responses received it appears as though residents were not sure about the different options comments received included:

- We do not need anymore development;
- Barnsley Council have already created chaos with the new roundabout system from the M1…nothing in the proposal will help divert traffic away from Sheffield road.
- The road should remain open to allow direct vehicular access from Tankersley to Pilley through to Hoyland. The other options are poorly conceived and will require longer journeys for local residents;
- No option allows access to both the spine road AND ahead into Hoyland, which I think is a missed trick, traffic could be directed by a roundabout at the meeting point. Most of the people using Plot 3 and 4 would be using the motorway as a way of getting to and from home and work place, but you could still retain the useful access to Allets Corner.
- There is too much traffic on Tankersley Lane as it is…it cannot be widened or improved. It's so close to schools and care homes. So have to consider pedestrians safety

4.20 While some residents were not sure altogether about the proposed options when commenting on the framework. The results as such are likely to be skewed and not representative to provide the best approach based on local opinion.

4.21 Opinions were also gathered on how the impact of the development can be minimised when viewed from the wider landscape. Of the four options provided almost all (54 out of 65) respondents noted the need to create strong green landscape buffers to minimise the visual impact of the development on the wider landscape. Over half also considered that green roofs (partially or wholly covered with vegetation) would help assimilate the scheme into the landscape.

4.22 Then stakeholders were asked to comment on how the impact can be minimised on existing biodiversity features. The most common response was to introduce new areas for wildlife within the site (wet and dry areas) with 68% of responses. Over half 38 of the responders also considered that developing a landscaping scheme that encourages roosting, nesting, feeding and movement through the site was of importance and to leave areas of grass to grow wild and create wildflower verges and meadows (33 responses).

4.23 Not surprisingly of the 'other' responses received was the request for no additional development and to leave the wildlife and nature alone.

4.24 The final design related question (question 18) allowed residents to make any other comments they had in relation to the draft Masterplan Framework. The following themes came out from the responses received:

- It will turn the area into an ugly industrial estate, it was once a lovely sought after area;

- It has no consideration to the impact on social infrastructure including schools and doctors…;
- There will be added pollution;
- Threat to existing biodiversity including skylarks within the site;
- There are still empty units at J35 is there a need for more here in this semi-rural area;
- Re-siting the Sports Ground is unacceptable;
- Parking is already a problem and will only make it worse;
- Will increase journey times by car which defeats the green objectives of the local plan;
- It will impact on health through loss of green space and increase in fast food options; and
- Flooding problems will be made worse by the new development;
- The development will bring more jobs as such there is support for Plots 3 and 4.

4.25 Having considered the above, the responses to the proposal provide useful feedback. Analysis of the consultation demonstrates that there is significant local objection to the proposed scheme. This is likely due to a lack of understanding of the need for the development in this location.

4.26 The need was one of the most prominent issues raised by local residents, often citing that there are a number of existing vacant industrial units already within Barnsley District. Other points raised regarded how the delivery of the employment scheme will impact on future residential development of the site and how this affects local residents in the short and long term.

4.27 Resident's concerns have been taken into account regarding the development of the site. Information within the Design and Access Statement sets out in greater detail the context and reasoning behind the proposed design of the site. Changes to the scheme will, where appropriate and feasible take into account comments received by residents and the design review panel, the exact nature of these will be determined once the consultation has come to a close and full analysis of the results finalised. This is expected by early July 2020.

## Response to Issues

**Employment Needs**

4.28 There is clearly concern amongst local residents that there is a limited requirement for additional industrial development and housing (if any) in Hoyland. This was reaffirmed in the responses received and following the petition against the development.

4.29 As a general point, there is both a quantitative and qualitative need for housing and industrial premises across Barnsley District Council, which has been identified in the allocation of this site through the Local Plan. The case for this is set out in greater detail in the Planning Statement.

4.30 With regards to the amount of development proposed, full permission is only being sought for the Hermes site (31,571sqm of B8 floorspace), with outline permission for the remaining B1, B2 and B8 uses (71,515sqm proposed). The exact details of which will be determined at a later stage. The Hermes site has been designed to meet the business operational requirements of Hermes.

4.31 The proposed development will accord with the Council's policy and allocation requirements and will comprise a mix of unit types and sizes in order to provide for local employment opportunities and business needs.

**Traffic and Tankersley Lane**

4.32 Concerns were also raised about the impact of the development on traffic in Hoyland and the surrounding area.

4.33 The application is accompanied by a Transport Assessment which provides an assessment of the existing highway network and predicted traffic flows and the impact of traffic from the development of the site. The assessment demonstrates that the development can be accommodated within the local highway network.

4.34 This Assessment is also accompanied by a Travel Plan which sets out measures for encouraging sustainable travel patterns including provision of improved pedestrian and cycle links within the site.

4.35 The applicant has also sought to understand from local residents as part of the consultation which option was preferred regarding the use of Tankersley Lane; the intention is that this will improve the usability of the site.

**Design**

4.36 Local residents have raised concerns about the impact of the development on the visual amenity of residents and the loss of views. Issues were also raised regarding the loss of landscaping and biodiversity at the site.

4.37 Any development inevitably leads to change in the landscape when viewed by residents, however the use of landscaping and green infrastructure as noted in the Masterplan Framework seeks to minimise these impacts where possible. This was also put forward by residents as their preferred option to minimise the impact of the development.

4.38 Comments have been sought from residents about the most important features of the proposed design to ensure that these can be applied to the development scheme. Detailed information on the evolution of the design can be found in the accompanying Design and Access Statement.

4.39 Likewise, further information on the impact of the development can be found in the accompanying reports: Environmental Impact Assessment, the Planning Statement, Landscape Visual Impact Assessment and Ecology Reports.

4.40 Mostly comments are concerned with the urbanisation of this semi-rural environment as a result of the development proposed. The application has been prepared to respect and maintain the character of the area whilst meeting the business needs of Hermes. The Masterplan Framework includes parameters which reflect the need to respect the wider context of the site and its environment, further details of which are in the accompanying Design and Access Statement. The proposed development will add positively to the area through careful management of the development.

**Other Issues**

4.41 A number of other issues as identified above have been raised relating to the scale of the development being too large; the impact on local health and the environment; the need for the development given existing vacant industrial units within the District.

4.42 These issues have been addressed throughout the application submission, in particular through the Planning Statement and Design and Access Statements.

# 5. Conclusion

5.1 The pre-application consultation strategy that has been implemented has sought to be inclusive and take account of the different interests in the proposals for the site. The level of pre-application consultation with the local community meets the requirements of national and local policy guidance.

5.2 The process has been formerly agreed with the council and has allowed the views of both local residents, and statutory consultees to be taken into consideration and inform the proposed planning application.

5.3 The consultation approach focused around an all-encompassing consultation; meetings and discussions were held with relevant stakeholders within the Council and local residents were invited to comment on the Masterplan Framework public consultation. The events have enabled open and honest discussions with the developers around the proposed scheme.

5.4 The proposed development addresses the needs of both the Council for B1, B2 and B8 uses within the District and the needs of Hermes for a new facility in a sustainable location. The scheme meets with local policy allocations and provides the necessary employment land required and housing needs identified.

5.5 The aim of the consultation was to continue to involve the local community at all stages of the planning and development process. Feedback from the event was useful although most of this was unsupportive of the proposal. There were some positive comments on the design approach and in particular on the use of Tankersley Lane which will help to ensure the most efficient use of the site.

5.6 A number of concerns have been raised by residents, the most frequent of which was the need for the urbanisation of this area of Hoyland. This and all other concerns have been addressed in the accompanying supporting assessments and planning statement.

5.7 The applicant is considered to have positively and pro-actively sought the opinions of local residents, thoroughly investigated matters of concern and addresses these concerns where appropriate. The propose development is considered to be a sustainable form of development which can look to be supported.

5.8 Details of all the responders to the consultation have been collected so that they can be kept informed throughout the planning application process. This will be supplemented by a further Design Review Panel meeting in July 2020 and meetings with officers, councillors and local stakeholders as necessary.

# Appendix 1 – Masterplan Framework Illustrative Layout




NOTES

This drawing is the property of FPCR Environment and Design Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without written consent of FPCR Environment and Design Ltd.

Ordnance Survey base mapping supplied by client.

N

0 50 100 150 200 250m

Newlands Developments
Land west of Sheffield Road,
Hoyland

# ILLUSTRATIVE MASTERPLAN

1:2500 @ A1
16 June 2020 CC / DH
**9295-L-103** rev **B**

masterplanning
environmental assessment
landscape design
urban design
ecology
architecture
arboriculture

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File: K:\9200\9295\LANDS\Plans\Application Plans\9295 L 103B Illustrative Layout.vwx

# Appendix 2 – Letter and Notice of Consultation sent to Local Residents

**BARNSLEY**
Metropolitan Borough Council

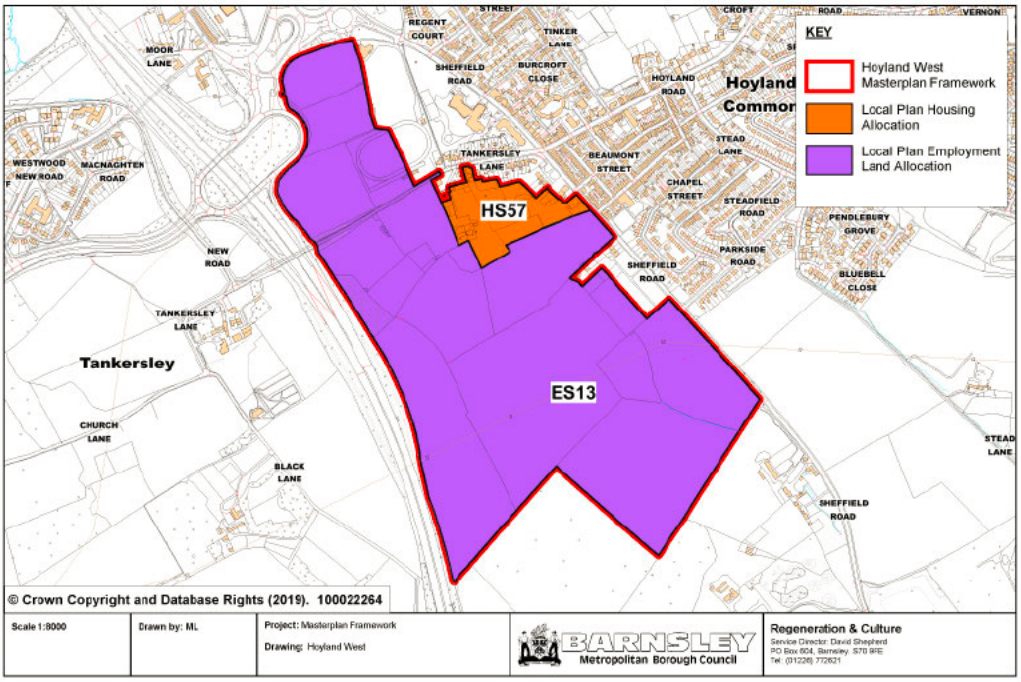
**Planning & Building Control Service**
**Development Management**
**Westgate Plaza**
**PO Box 634, Barnsley, S70 9GG**
Head of Service: Joe Jenkinson

My Ref: Hoyland West MF
Your Ref:
Date: 04 May 2020
Enquiries to: [redacted]

Dear Resident,

**HOYLAND WEST MASTERPLAN FRAMEWORK PUBLIC CONSULTATION**

I am writing to notify you of a consultation regarding a masterplan framework covering an area of land known as Hoyland West between Sheffield Road and the M1 motorway to the north and south of Tankersley Lane:




CUSTOMER SERVICE EXCELLENCE

In our Local Plan (adopted in January 2019), the land is mainly allocated for employment use (Site ES13 - 49.3 hectares) with a small portion identified for housing development (Site HS57 - approximately 100 homes). The Local Plan requires a masterplan framework to be produced for the site to make sure it is properly planned and that we take account of the overall impacts to maximise benefits and minimise impacts. Given that the land is allocated for employment and residential 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 at this current time people will be mainly 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 when the crisis comes to an end. We are therefore proceeding with a public consultation so that local residents and businesses have the chance to influence the content of the masterplan framework and comment on the various options (including a possible relocation of Rockingham Sports Ground to land south of Parkside, to the east of Sheffield Road).

The Hoyland West Masterplan Framework public consultation will open at **10am Thursday 7 May 2020** for a **six-week period**, closing on **Thursday 18 June 2020 at 5pm**.

The consultation documents can be found at www.barnsley.gov.uk/hoylandwest.

There is an online questionnaire that will allow you to share your views. As part of the consultation, we are looking to hold virtual "drop-in sessions" where people would have the chance to question the people involved in producing the draft framework. Once arrangements for these sessions are finalised, we will publicise them on our website and through the council's social media platforms, but people can express an interest in taking part by emailing and we will make sure they are then notified by email.

Once the consultation starts, if you have difficulties accessing the information digitally but can email, please email masterplanning@barnsley.gov.uk to let us know.

If you have no access to email or the internet, please contact me on [redacted]. Alternatively, there will be some paper copies of the information at Hoyland Tesco, Wombwell Road, Hoyland.

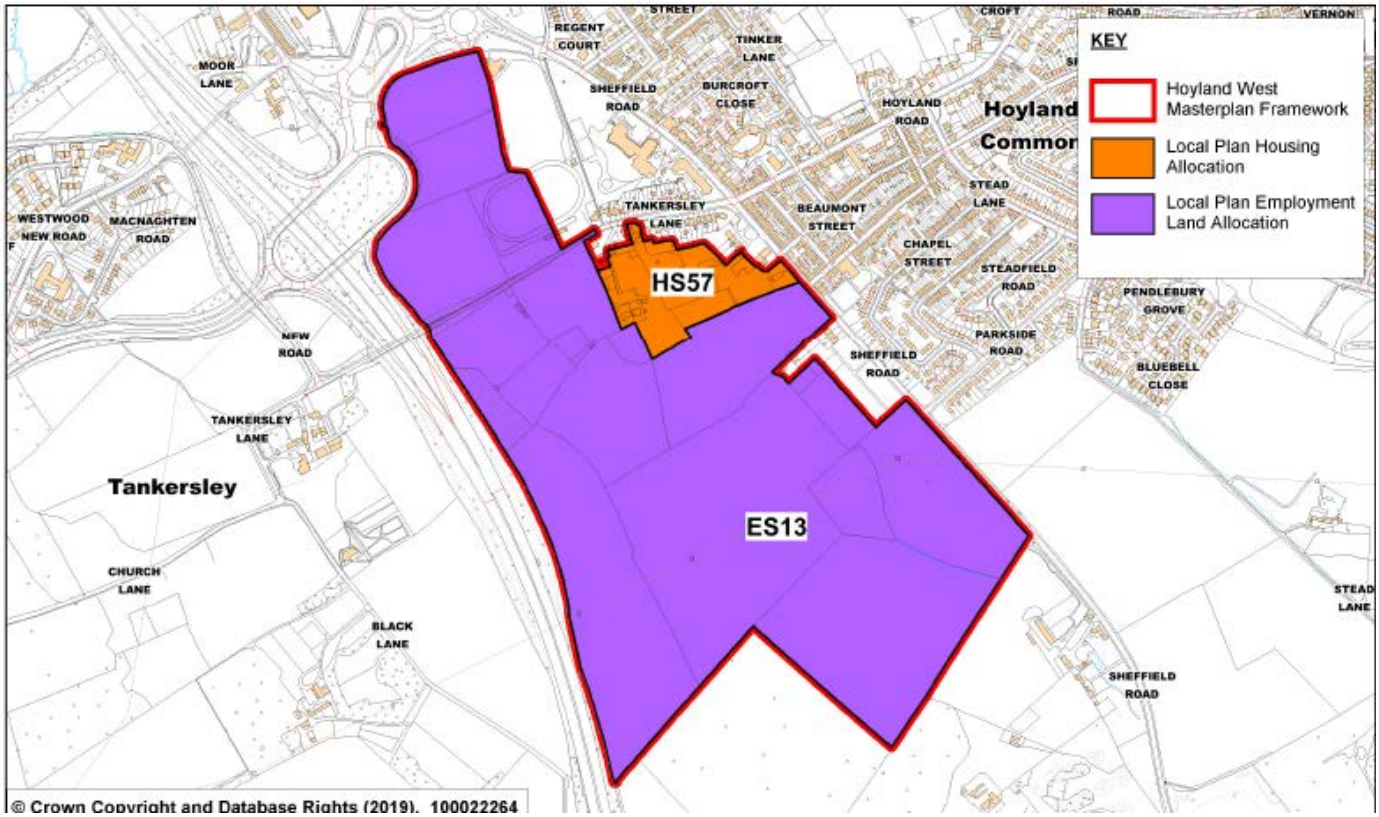
Yours sincerely

[redacted]

Spatial Planning Project Manager

# Draft Hoyland West Masterplan Framework
# Public Consultation

Following the adoption of the Local Plan on 3 January 2019, Barnsley Council are working in collaboration with developers Newland Developments and their representatives to prepare a draft Masterplan Framework for sites ES13 and HS57, land to the West of Sheffield Road which includes 100 new homes, 49.3 hectares of employment Land and supporting infrastructure.




Details of the draft Masterplan Framework will be available to view from Thursday 7 May 2020:

- Online at www.barnsley.gov.uk/hoylandwest

**How to engage:**

- Complete the online questionnaire at www.barnsley.gov.uk/hoylandwest
- Follow Barnsley Council social media for information about upcoming Q & A sessions
- Hard copies are available at Tesco Wombwell Rd, Hoyland, Barnsley S74 9BF

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 [redacted] 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 5pm, Thursday 18 June 2020**

# Appendix 3 – Questionnaire & FAQs

**Hoyland West Draft Masterplan Framework Questionnaire**

**Question 1**

**Do you agree with the vision of the Masterplan Framework which seeks to create a sustainable and inclusive community with high-quality design and landscaping? (Please tick one option)**

| | |
|---|---|
| Yes | |
| No | |
| Don't know | |

**Question 2**

**What do you think are the most important features of the existing site? (Please tick three options)**

| | |
|---|---|
| Existing trees and vegetation | |
| Wildlife | |
| Electricity Pylons | |
| Short and long-distance views | |
| Tankersley Lane | |
| Public rights of way | |
| Rockingham Sports Ground | |
| M1 Motorway boundary | |
| Mining legacy | |
| Other (please state): | |

**Question 3**

**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.**

| | |
|---|---|
| Office space | |
| Starter units | |
| Manufacturing and general industrial uses | |
| Storage/distribution | |
| Other | |

**Question 4**

**What do you consider to be the most important points for guiding the design of the new development? (Please tick three options)**

| | |
|---|---|
| Creating views to important buildings and landmarks | |
| Considering local building as examples | |
| Display good design using high-quality materials | |
| Sustainable design and construction incorporating low carbon and renewable technology (Use local materials, solar panels, high insulation levels, orientate buildings to maximise solar gain) | |
| High quality outdoor space with clear distinction between public and private space | |
| Creating a suitable road to divert traffic away from Hoyland Common | |
| Healthy and safe environment | |
| Clear and obvious routes for pedestrians, cyclists and motorists | |
| Retaining<br>Rockingham Sports Ground as is (rather than reconfiguring or relocating) | |
| Providing adequate parking | |
| Other (please state): | |

**Question 5**

The consultation seeks your views on options for traffic at Tankersley Lane. Which layout do you prefer - Option A, Option B, Option C or none?

| | |
|---|---|
| **Option A** | |
| **Option B** | |
| **Option C** | |
| **None** | |

**Question 6**

If you would like to give reasons why, or include any thoughts on how your preferred option could be improved, please use the box below.

| |
|---|
| |

**Question 7**

The masterplan framework proposed a new road to divert traffic away from Hoyland Common crossroads. If Sheffield Road is to be downgraded what design features would make this road more user friendly? (Please tick three options)

| | |
|---|---|
| Traffic calming measures (such as speed humps) | |
| Traffic-free routes | |
| Combined cycle and pedestrian routes | |
| Separate cycle and pedestrian routes | |
| Safe and attractive routes that are well-lit | |
| Cycle friendly junctions and smooth non-slip surfaces | |
| Gates/bollards to restrict unauthorised access for vehicles | |

| | |
|---|---|
| High-quality signage | |
| Other (please state): | |

**Question 8**

The Masterplan Framework will look at the impact of new development on the existing highway network. What measures could help to reduce the impact? (Please tick three options.)

| | |
|---|---|
| Direct traffic away from Hoyland Common Local Centre | |
| Promote use of existing bus services in Hoyland Common | |
| Promote and enable walking and cycling to the site | |
| Divert existing bus services through the site to cater for workers | |
| Provide secure and high-visibility cycle parking facilities | |
| Make changing and shower facilities available for all employees and visitors to the site | |
| Encourage train travel to and from Elsecar Train Station | |
| Make sure all facilities are accessible to people with disabilities without the use of a car | |
| Encourage car sharing | |
| Other (please state) | |

**Question 9**

**The council will assess planning applications to make sure an appropriate mix of housing is delivered. What TYPE of homes do you think the new development should provide? (Please tick three options)**

| **House type** | |
|---|---|
| Bungalow | |
| Apartment | |

| | |
|---|---|
| Terrace | |
| Semi-Detached | |
| Detached | |

**Question 10**

**The Council will assess planning applications to make sure an appropriate mix of housing is delivered. What SIZE of homes do you think the new development should provide? (Please tick three options)**

| **House size** | |
|---|---|
| 1 Bed | |
| 2 Bed | |
| 3 Bed | |
| 4 Bed | |
| 5 Bed | |

**Question 11. The Council will assess planning applications to make sure an appropriate mix of housing is delivered. What TENURE of homes do you think the new development should provide? (Please tick one option)**

| **House tenure** | |
|---|---|
| Affordable housing | |
| Open market housing | |
| Mix of both | |

**Question 12. How can the impact of development be minimised when viewed from the wider landscape? (Please tick as many options as you feel appropriate.)**

| | |
|---|---|
| Make sure that the new employment units are an appropriate colour to reduce their prominence in the wider landscape | |
| Create strong green landscape buffers to minimise the visual impact of the development from the wider landscape | |
| Identify opportunities for green roofs (partially or wholly covered with vegetation) | |
| Other (please state): | |

**Question 13. How can the impact of development be minimised on existing biodiversity features? (Please tick three options.)**

| | |
|---|---|
| Introduce new areas for wildlife within the site (wet and dry areas) | |
| Deliver off-site biodiversity improvements Incorporate design features such as bat and bird boxes into the new housing and design new lighting so that it does not unsettle wildlife | |
| Develop landscaping schemes that encourage roosting, nesting, feeding and movement through the site | |
| Make sure that new ponds are clean and attractive to wildlife | |
| Identify opportunities for green roofs (partially or wholly covered with vegetation) | |
| Leave areas of grass to grow wild and create wildflower verges and meadows | |
| Include information boards and signage to educate residents | |
| Other | |

**Question 14.What areas do you consider to be important in achieving sustainable development and reducing future impacts on climate change? (Please tick three options.)**

| | |
|---|---|
| Sustainable design and construction techniques (use local materials, incorporate solar panels, high insulation levels, orientate buildings to maximise solar gain) | |
| Include landscaped areas that hold water during wet periods and encourage the recycling of rainwater | |
| Promoting the delivery of renewable and low-carbon energy (solar panels, wind turbines) | |
| Investment in green open spaces that can deliver a wide range of environmental benefits | |
| Reduce energy use by incorporating energy efficiency measures in new homes and employment units (air-tight homes, insulated roofs, double glazing) | |
| Include electric vehicle charging points | |
| Other (please state) | |

**Question 15 – The masterplan proposes to reduce the size of Rockingham Sports Ground to create a direct road that would divert traffic away from Hoyland Common and to reconfigure the sports ground pending its eventual relocation to land at Parkside. This would be in addition to the new cricket facility proposed on the land between Hoyland Common and the Dearne Valley Parkway as part of the Hoyland North Masterplan that was adopted by the Council last year. Do you?:**

| | |
|---|---|
| **Support the reduction in the sports ground to allow a direct 40mph spine road** | |
| **Oppose the reduction in the size of the sports ground even if it means a less direct 30mph spine road** | |
| **Want to see Rockingham Sports Ground remain a sporting and community facility** | |
| **Support the eventual relocation of the sports and community facilities to land at Parkside** | |
| | |
| **Other** | |

**Question 16. If Rockingham Sports Ground is relocated to land at Parkside what uses would you like to see on the current Sports Ground site:**

| | |
|---|---|
| **Small scale business uses to create further employment opportunities** | |
| **Expansion of Hoyland Common Primary School** | |
| **Public Open Space** | |
| **Other – please state** | |

**Question 17. How do you think the proposed development could improve your health? (Please tick three options.)**

| | |
|---|---|
| Provide high-quality footpaths and cycle paths, incorporate trees and greenspace to improve the environment | |
| Deliver high quality streets and spaces to encourage walking and cycling | |
| Incorporate design features to minimise noise pollution | |
| Promote inclusive design principles to make sure all spaces and buildings are accessible to all members of the community | |
| Incorporate design features to minimise air pollution | |
| Other (please state) | |

**Question 18.Please write other comments you may have here in relation to the draft Masterplan Framework:**

| |
|---|
| |

**Equality Monitoring Questions (Optional):**

By completing this form, you are helping us to make sure that the services and events that we run are representative of all potential service users/participants and will help us to identify gaps in our service delivery. The information provided will only be used to improve service delivery.

The information you provide will remain confidential. It will be stored and used in accordance with General Data Protection Regulation (GDPR).

**Gender**

**Are you? (Please tick)**

| | |
|---|---|
| Male | |
| Female | |
| Prefer not to say | |

**Age (Please tick)**

| | |
|---|---|
| 0 - 16 | |
| 16 - 20 | |
| 21 - 30 | |
| 31 - 40 | |
| 41 - 50 | |
| 51 - 60 | |
| 61 - 70 | |
| 71 - 80 | |
| 80+ | |

**Disability**

**Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Please tick)**

| | |
|---|---|
| Yes, limited a lot | |
| Yes, limited a little | |
| No | |

**Ethnicity**

**What is your ethnic origin? (Please tick one only)**

| | |
|---|---|
| **White** | |
| British, English, Scottish, Welsh, or Northern Irish | |
| Irish | |
| Gypsy or Irish Traveller | |
| Any other white background (please write in): | |
| **Mixed/multiple ethnic groups** | |
| White and Black Caribbean | |

| | |
|---|---|
| White and Black African | |
| White and Asian | |
| Any other mixed background (please write in): | |
| **Asian or Asian British** | |
| Indian | |
| Pakistani | |
| Bangladeshi | |
| Chinese | |
| Any other mixed background (please write in): | |
| **Black or Black British** | |
| Caribbean | |
| African | |
| Any other Black, African or Caribbean background (please write in): | |
| **Other ethnic group** | |
| Arab | |
| Any other ethnic group (please write in): | |

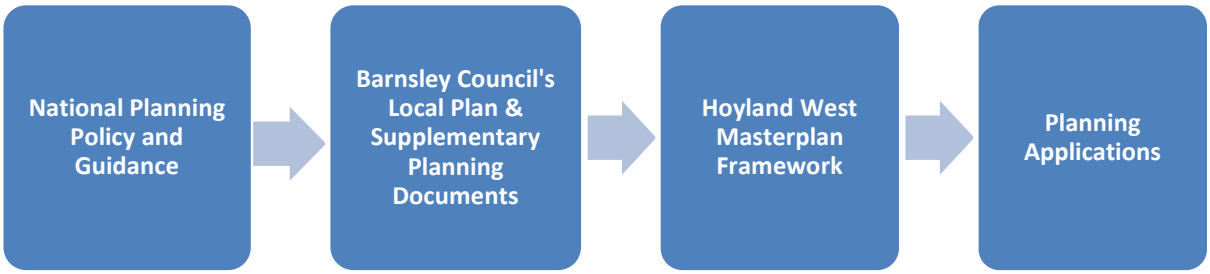
**Frequently Asked Questions – Hoyland West Masterplan Framework**

## 1. What is a Masterplan Framework?

Each council is required by Government to produce a Development Plan. The Barnsley Local Plan was adopted by the council in January 2019. This was the culmination of five years work by the council, 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.

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 the council's corporate priorities.

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.




## 2. What is in a Masterplan Framework?

Where Masterplan Frameworks are being sought, they shall contain the following:

- planning policy summary
- site location and description
- land ownership
- a summary of the existing evidence
- site evaluation (opportunities and constraints)
- land use framework
- sustainable movement framework
- protection of existing public rights of way routes and their incorporation within new development layouts
- vehicular movement framework
- green and blue infrastructure framework
- placemaking framework (including design guides for character and neighbourhood areas where applicable)
- sustainability and energy use
- health and well-being

- design evolution
- conceptual masterplan
- infrastructure and delivery phasing

Masterplan Frameworks shall be subject to public consultation and be approved by the council before any key planning applications are approved on the affected sites.

Each Masterplan Framework will be bespoke and therefore considered on a case-by-case basis.

**3. Why is this project necessary?**

The Local Plan requires that Masterplan Frameworks should be developed for specific large allocations and groups of sites. The Hoyland West site will deliver around 100 new homes and 49.3 hectares for employment land.

It is important for the council to work with developers and landowners to deliver a Masterplan Framework to establish the infrastructure requirements and deliver sustainable and inclusive growth.

**4. How will the scheme benefit Barnsley residents?**

The overall development will deliver around 100 new homes to help address the borough's housing need and 49.3 hectares of employment land which will deliver a range of employment uses including business, general industry and storage and distribution. This will help to attract new businesses into the area as well as allowing existing businesses to expand into more suitable premises.

Altogether this will provide short-term job opportunities during the construction phase and long-term job opportunities for local people.

**5. What alternatives were considered and why were these sites not deemed suitable?**

As part of the Local Plan process a range of sites were considered through the housing and employment site selection processes. This work was supported by a range of background technical reports and evidence base documents including the Green Belt Review and Strategic Housing Land Availability Asssessment, which determined its suitability for development and led to its release from Green Belt.

**6. Is the site Green Belt?**

No. The site was released from the Green Belt as part of the Local Plan process. The site is now allocated for employment use and residential development in the adopted Local Plan and as such is considered suitable for development.

**7. How will the project impact the area?**

It is envisaged that the delivery of the Masterplan Framework will positively impact both residents and businesses. The Masterplan Framework proposes a mixed-use development to provide around 100 new homes and 49.3 hectares of employment land. Alongside housing and employment land the draft Masterplan Framework also includes:

- Brand-new infrastructure, including an access link road
- Open green space with wildlife corridors, watercourses and key pedestrian and cycle paths

**8. Who is responsible for producing the Masterplan?**

Developers Newland Developments and Hoyland Developments are working in collaboration with Barnsley Council to prepare the Hoyland West Masterplan Framework document for land West of Sheffield Road, Hoyland. The council's role in this process is to make sure that proposals are compliant with planning policy and delivers the anticipated outputs determined by the Local Plan.

**9. How will the scheme affect air quality?**

The Masterplan area is located close to the M1 motorway which is an air quality management area. This is due to traffic emissions causing the annual nitrogen dioxide gas (NO2) average to exceed targets.

Barnsley Council has produced guidance regarding air quality considerations for planning applications, which says that air quality impact needs to be considered and mitigated here.

Future planning applications are required to comply with this guidance to make sure that there is no deterioration in air quality in and around the Hoyland West Masterplan Framework area.

**10. Will the scheme generate excessive noise?**

The Masterplan Framework and planning applications will consider noise impacts for existing and new residents. Developers will need to demonstrate that new development does not have an adverse impact upon the living conditions of residents.

**11. How will the scheme affect ecology / biodiversity of the site?**

As part of the Local Plan, a series of biodiversity assessments were provided for proposed site allocations.

The assessments identified areas and features of significant ecological value that should be retained as part of any new development. These areas have been identified on the technical constraints plan and have informed the layout of the masterplan.

The Masterplan Framework  will seek to retain and enhance existing trees and biodiversity features wherever possible and deliver a net biodiversity gain. This could be through a combination of on and off-site compensation measures.

**12. What are the proposals to mitigate the impact on green space?**

The Masterplan Framework will deliver a range of new green space; this could include informal open space, wildlife corridors and areas for children to play.

The council has a new Supplementary Planning Document (SPD) on 'Open Space Provision on New Housing Developments', which sets out standards and guidance for new open space. A minimum of 15 per cent of the total site area must be kept as open space.

The detailed design of the new open space will be advanced at the planning application stage.The Masterplan Framework will confirm the general area and main design principles for new facilities.

The Masterplan Framework will also set out high-level principles for maintaining green space and the responsibilities for individual developers will be agreed through a legal agreement at the planning application stage.

**13. How do you know that that land is suitable for building, given it was previous an open-cast mine?**

During the Masterplan process, technical and intrusive ground investigation work has been gathered. These findings provide further information on the ground conditions.

South Yorkshire Mining Advisory Service has also helped developers to understand the risks and design requirements for new sites built on open-cast backfill.

The developers will be required to provide robust technical information at the planning application stage to demonstrate that development is possible and safe.

**14. What are the timescales for the project?**

Following the six-week public consultation, Barnsley Council will review the questionnaire feedback and share the results with the Newland Developments and Hoyland Developments. Following this, the final version of the Masterplan Framework will be prepared. This document will then be taken through the governance process with a view to adoption in September 2020.

**15. How is the project being funded?**

The project has been funded by developers Newland Developments UK .

**16. Who are the developers?**

The developers/land agents with the largest land interests are Newland Developments UK and Hoyland Developments. The council are also working with developers who have smaller land interests to understand their intentions and aspirations.

**18.Will new and current residents have access to schools, doctors and community facilities?**

Infrastructure has been considered throughout the Local Plan process through the site selection methodology, and in the evidence base of the Local Plan.

The council engaged with relevant infrastructure providers in the production of the Infrastructure Delivery Plan, which supports the Local Plan.

The evidence base, including the Infrastructure Delivery Plan and transport modelling, have been rigorously examined by the Independent Planning Inspector, who considers the Local Plan to be sound. These documents can be found in the Local Plan Examination library

In addition, Local Plan Policy I1 Infrastructure and Planning Obligations states that development must be supported by appropriate physical, social, economic and communications infrastructure, including provision for broadband. New development should not overburden existing infrastructure. Where new development creates a need for new or improved infrastructure, developer contributions will be sought to make the development acceptable in planning terms.

The following provides a summary of each key service in accordance with the Infrastructure Delivery Plan (IDP).

Healthcare

Barnsley Council are working with Barnsley Clinical Commissioning Group (CCG) to develop a strategy to make sure services can evolve to meet the needs of existing communities and population growth associated with new housing development.

South Yorkshire Ambulance Service confirmed through the IDP that the geographical coverage of existing services is adequate for the level of planned growth.

Policing

During the preparation of the IDP South Yorkshire Police confirmed that there were no issues with current provision and non-envisaged in the foreseeable future.

Fire and Rescue

South Yorkshire Fire and Rescue confirmed through the IDP that they were reviewing service provision within the borough and that it would consider the needs of the existing communities as well as planned growth for the next 15 years.

Schools

Barnsley Council as a local authority has a statutory obligation to provide primary and secondary school places for pupils within the borough.

The Local Plan identified land for new schools where demand arising from new development could not be accommodated within existing schools. The number of primary school children expected from this development can be accommodated within existing school provision.

**Who will live in the houses?**

Policy H6 of the Local Plan requires housing proposals to include a broad mix of house sizes, type and tenure to help create mixed and balanced communities.

Policy H7 of the Local Plan requires housing developments of 15 or more houses to provide affordable housing. Developers are expected to provide 10% affordable housing within Hoyland, which can include a mixture of affordable rent and homes for affordable ownership.

The type, tenure and size of new affordable homes will be agreed at the planning application stage.

**17. What type of businesses will the site be holding?**

The Local Plan seeks a range of different employment uses. These will mainly fall within Part B of the Use Classes Order 1987:

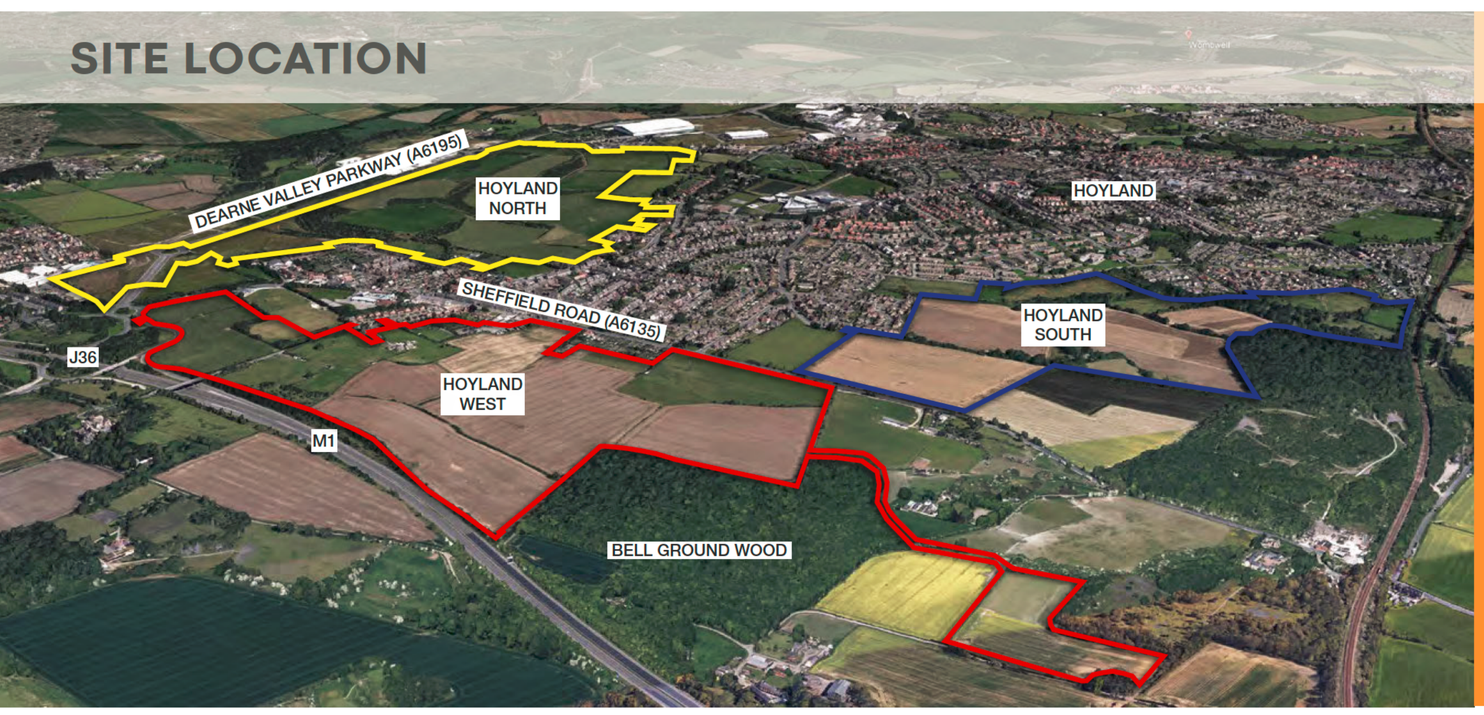
- B1 (Business)
- B2 (General Industry)
- B8 (Storage or Distribution)

To find more information out on any of the above categories visit the Planning Portal.

# Appendix 4 – Consultation Boards

# INTRODUCTION

## SITE LOCATION




## VISION:

To create a sustainable, high-quality development on the western edge of Hoyland, providing a pleasant environment in which to live and work. The employment-led development would deliver 49ha of offices, light industry, warehousing and distribution units, along with around 100 new homes, and associated infrastructure. The proposed spine road will connect Hoyland West to the strategic road network, while providing additional benefit to existing Hoyland residents and businesses by reducing traffic along Sheffield Road. The proposals will respond positively to the surrounding environment, and will be set within Green Infrastructure.

## What is a Masterplan Framework and why is it required?

The Barnsley Local Plan was adopted in January 2019 and it was agreed during the Examination of the Plan that for some larger strategic sites a Masterplan Framework should be prepared. The purpose of such a Framework is to ensure that sites can be developed in a comprehensive manner, taking into account all infrastructure requirements. This will ensure that strategic site allocations are brought forward in a sustainable way that secures inclusive growth that reflects each of the Council's corporate priorities.

The Masterplan Framework is a strategic document that sits beneath the Local Plan and will inform future planning applications.

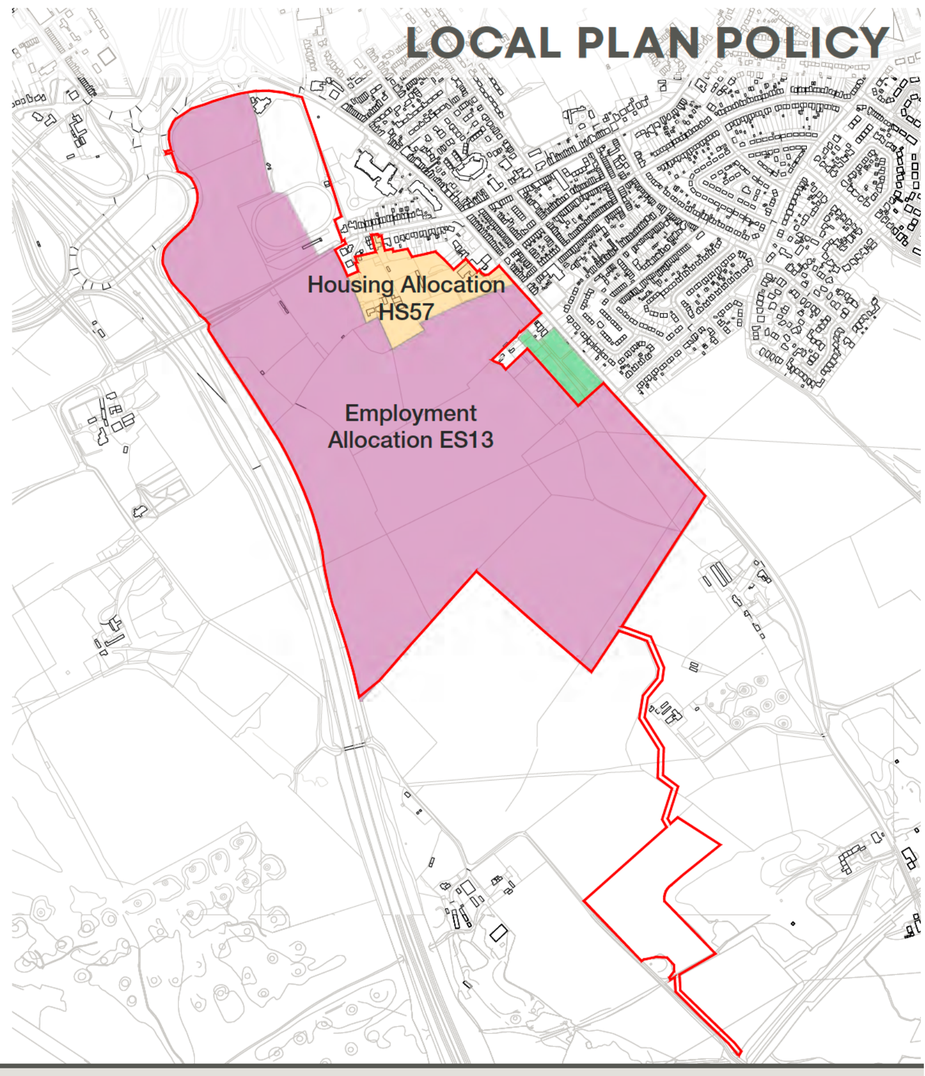
National Planning Policy and Guidance → Barnsley Council's Local Plan and Supplementary Planning Documents → Hoyland West Masterplan Framework → Planning Applications

The Masterplan Framework consultation enables residents and stakeholders to provide feedback on the draft plans and key issues not already resolved through the Local Plan process. Examples of such matters are:

- Landscaping
- Trees
- Ecological diversity

This feedback will be reviewed and taken account of in drawing up the final Masterplan Framework. The Masterplan Framework will require approval by Cabinet prior to the determination of any planning applications that relate to the Masterplan area.

## LOCAL PLAN POLICY



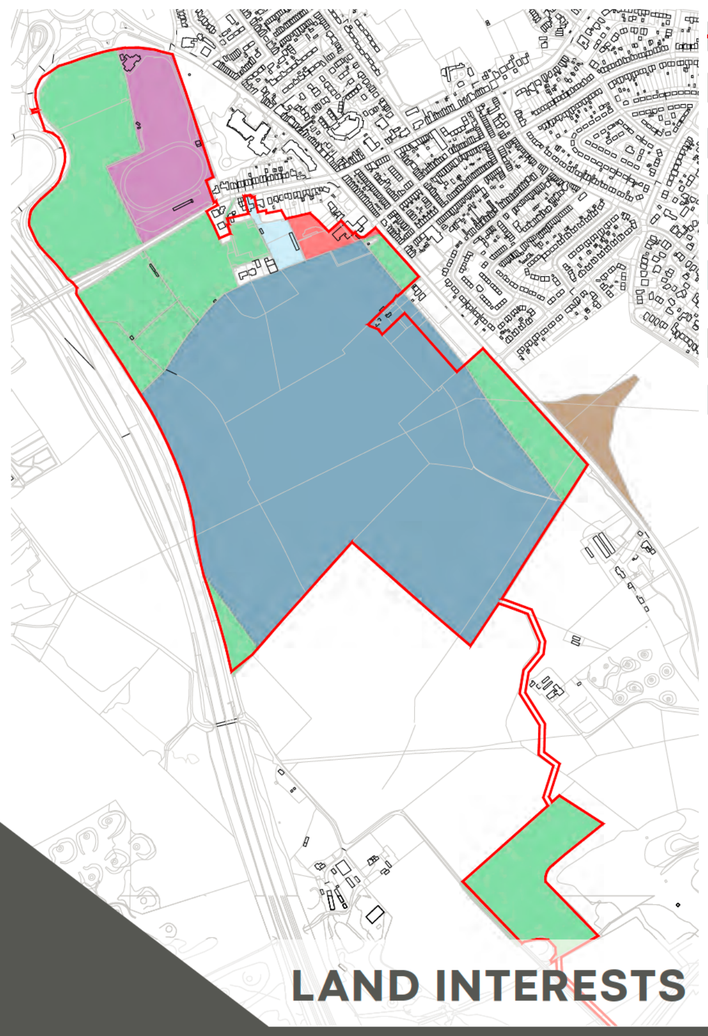

## Who is involved?

Barnsley Council are working in collaboration with Cushman & Wakefield, developers and land agents. Newland Developments Ltd and Hoyland Developments Ltd have land interests on the large parcel of allocated employment land (ES13). Consultation is ongoing with other landowners who have land interests that fall within the Masterplan Framework.

## Background Work

There is a significant amount of technical work that is currently shaping the masterplan framework, this work is ongoing and will help shape the final version of it.

## LAND INTERESTS




## Masterplan Framework Area

The Hoyland West Masterplan Framework area is located to the west of Hoyland, adjacent to the M1 motorway, which runs along the western boundary of the site. Junction 36 of the M1 is to the north of the masterplan area and Barnsley town centre is located approximately 6.5km north of the area.

The Masterplan framework area comprises mainly agricultural fields although there are some small scale commercial uses located within the land identified for future housing development adjacent to Sheffield Road. On the area of land to the north of Tankersley Lane there is the Rockingham Sports Facility and cricket ground. A small area to the north of the allocation boundary comprises of Green Lane Farm.

The Site is predominantly surrounded by woodland. The southern edge of the development is bounded by Bell Ground Wood whilst the western edge consists of a woodland buffer to the M1. The Eastern and Northern edges of the Site currently defines the settlement edge of Hoyland. Field boundaries within the Site are currently loosely defined by a series of semi-mature scattered hedgerows with the eastern boundary along Sheffield Road comprising of stone walls.

## Local plan site allocations and level of anticipated development

The overall site area comprises of 52.5ha of land with 49.3ha being employment land (Policy Reference ES13) and 3.2ha of housing land which will deliver 101 dwellings (Policy Reference HS57).

| Site Allocations | | |
|---|---|---|
| **Site Reference** | **Site Area** | **Proposed Use** |
| **Employment - ES13** | **49.3ha** | **Employment: Business, General Industry and Storage and Distribution** |
| **Residential - HS57** | **3.2ha** | **Residential: 101 dwellings** |

# LOCAL FACILITIES

## 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 facilities plan below illustrates the relationship of the locality with regards to the proximity of the Site.

The centre of Hoyland is approximately 1.5km away to the east of the Site and approximately a 23 minute walk, however there is ample access to public transport along Tankersley Lane or Hoyland Road which is approximately 7 minutes to Hoyland Centre.

From the 10 minute walking catchment area future residents and employees would have access to Tankersley, Birdwell and the western edge of Hoyland.

Within the 5 minute catchment area to the east of the Site lies an array of local shops along Hoyland Road including a Co-op, Post office, Pharmacy and a hair salon. A Spar is also located along Sheffield Road within walking distance from the Site.

Hoyland Common Primary School lies within close proximity to the Site. There is also Tankersley St Peters Primary School and Chatterbox Day Nursery just outside the 5 minute catchment area whilst West Meadows Primary School sits just within the 10 minute catchment of the Site.

The nearest Secondary School is the Kirk Balk Academy just outside of the 800m catchment at approximately 850m to the east of the Site.

Birdwell Medical Centre lies to the north of the Site within Birdwell just outside of the Site catchment area at approximately 970m north of the Site.

## National Cycle Network

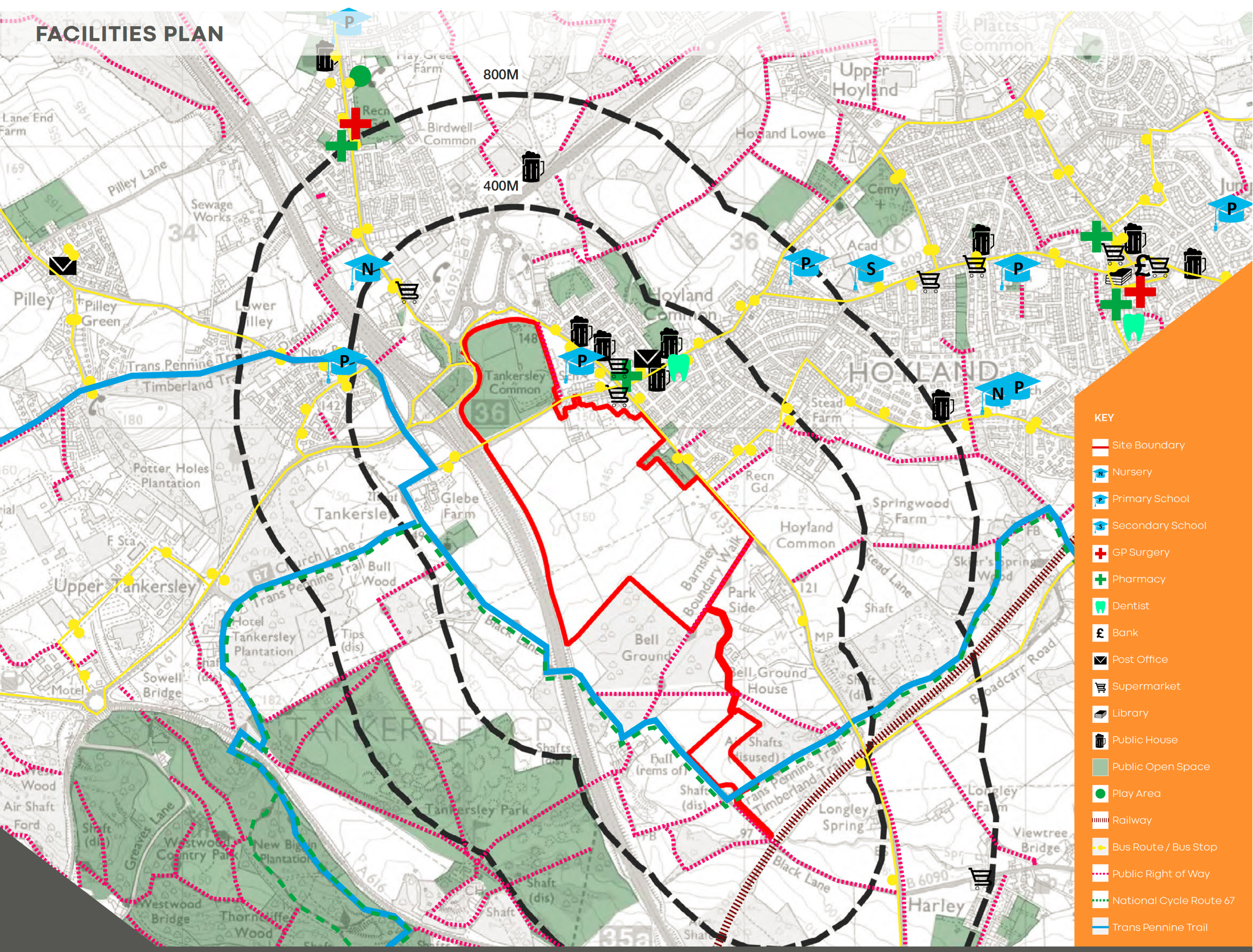
The National Cycle Network Route 67 which connects Chesterfield to Leeds crosses the M1 just south of Hoyland West.

## Public Transport

There are frequent bus services operating from various bus stops surrounding the site. These are within walking distance of the development sites and offer services to Barnsley Town Centre (via Birdwell), Hoyland Town Centre, Chapeltown, Elsecar, Broomhill and Manvers (via Cortonwood).

| Bus Stop | Distance from site | Servicing |
|---|---|---|
| At Sheffield Road | 0.1km | 72 and 72a |
| Allotts Corner | 0.1km | 67, 67a and 67c |
| Adjacent Sheffield Road | 0.15km | 2, 66, 72, 72a and X2 |
| Near Queen Street | 0.2km | 2, 66, 67, 67a, 67c and X2 |
| Adjacent Regent Street | 0.2km | 2, 66, 67, 67a, 67c and X2 |
| Adjacent New Road | 0.2km | 72 and 72a |
| Opposite New Road | 0.15km | 72 and 72a |
| Adjacent Parkside Road | 0.1km | 67, 67a and 67c |
| Near Fitzwilliam Street | 0.1km | 67, 67a and 67c |

Elsecar Rail Station is located approximately 3km east of the site. Rail services operate half hourly between Leeds (via Barnsley) and Nottingham (via Sheffield) 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.



# TECHNICAL CONSIDERATIONS

## Flood Risk and Drainage

An analysis of the existing drainage, undertaken by RPS, concludes that Hoyland West is formed of three catchments (eastern, western and northern), as identified on the Drainage Assessment plan.

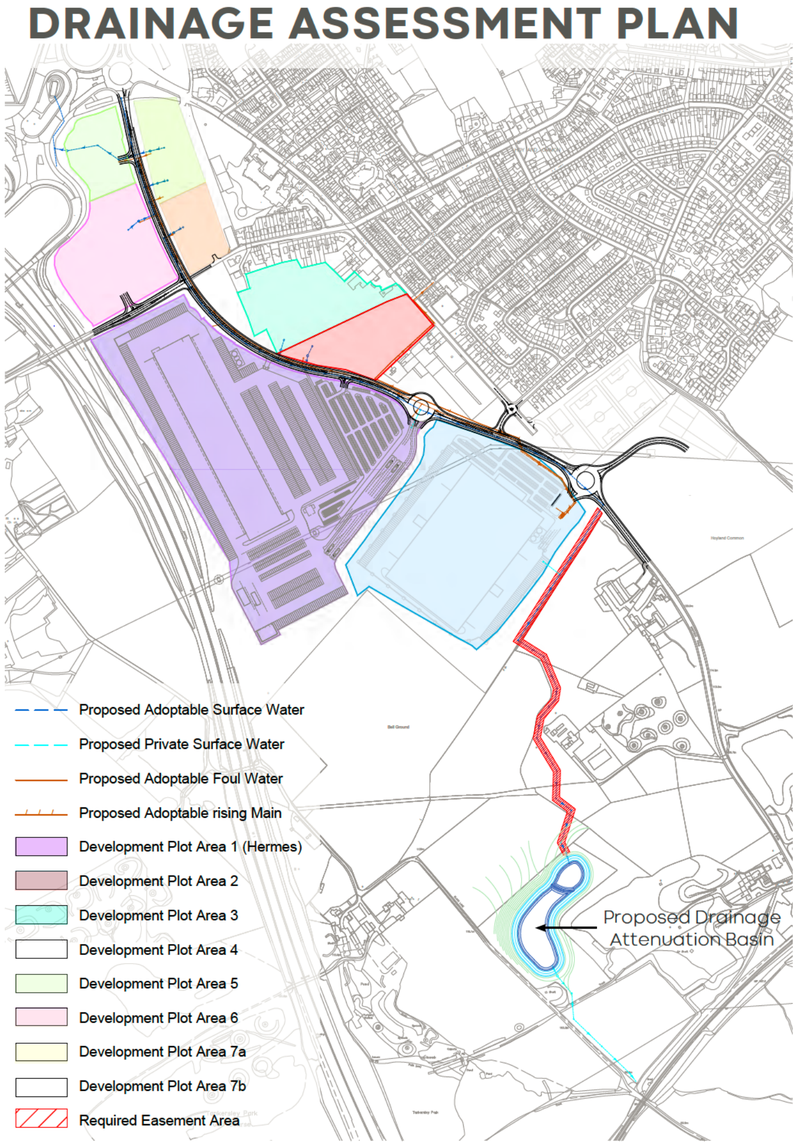
The Eastern catchment collects approximately 26.1 hectares of the proposed development site and connects to the Harley Dike down the eastern edge of the site in an existing Culvert. It is not proposed to re-utilise this outfall, but instead, runoff within this catchment will be diverted to other catchments within the site, as discussed below.

The Western catchment collects approximately 16.55 hectares of Hoyland West; this is currently funnelled into Harley Dike. As this outfall is proposed to be the primary outfall for the development, greenfield runoff calculations have been done, to ensure that proposed runoff rates resulting from the development are not greater than those currently experienced. Early calculations suggest that approximately 43,000 square metres of drainage attenuation is required.

The Northern catchment is split into two outfalls, both appearing to connect to Highway agency drains. As the site is re-levelled it is proposed to connect to the Motorway Drain within the site area. To retain greenfield runoff rates, it is estimated that 7,100 cubic metres of drainage attenuation will be required.

The Drainage Assessment Plan, shown here, identified two potential locations for off-site drainage attenuation basins. Further investigation is being carried out into the suitability of these locations, and further design work will need to be undertaken.

### DRAINAGE ASSESSMENT PLAN




## Biodiversity

As part of the Local Plan process a number of ecological surveys will be carried out to identify areas of significant value.
A Phase  One Habitat survey is currently under way. The areas of the site surveyed to date are considered, for the most part, to be of low value for wildlife dominated by heavily cultivated arable fields. Features such as hedgerows, wet ditches, stone walls and grassland compartments have also been recorded. 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 are being undertaken including for great crested newts, reptiles, bats, badgers and breeding birds. Winter bird surveys already completed recorded an assemblage of farmland birds and thrushes made up of species that are considered widespread in the UK.

The Masterplan Framework will deliver a Net Biodiversity Gain (improve the current ecological value of the site). On-site mitigation will help to maximise gains through creation of high value habitats such as woodland planting which, will buffer and provide connectivity to adjacent (off-site) woodland. Off-site compensation measures may also be an option, helping to improve local wildlife sites around Hoyland.

## Trees and Woodland

A comprehensive tree survey has been carried out as part of the Masterplan Framework process to consider the retention value of trees based on their arboricultural quality and condition. Bell Ground woodland to the south of the site, and a veteran tree on the edge of these woods will be protected from any development. Trees on site that are considered to hold significant value will be retained.

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. The results of the surveys will inform the design and layout of the new development in order to minimise the impact on retained vegetation.

## Land Contamination and Ground Stability

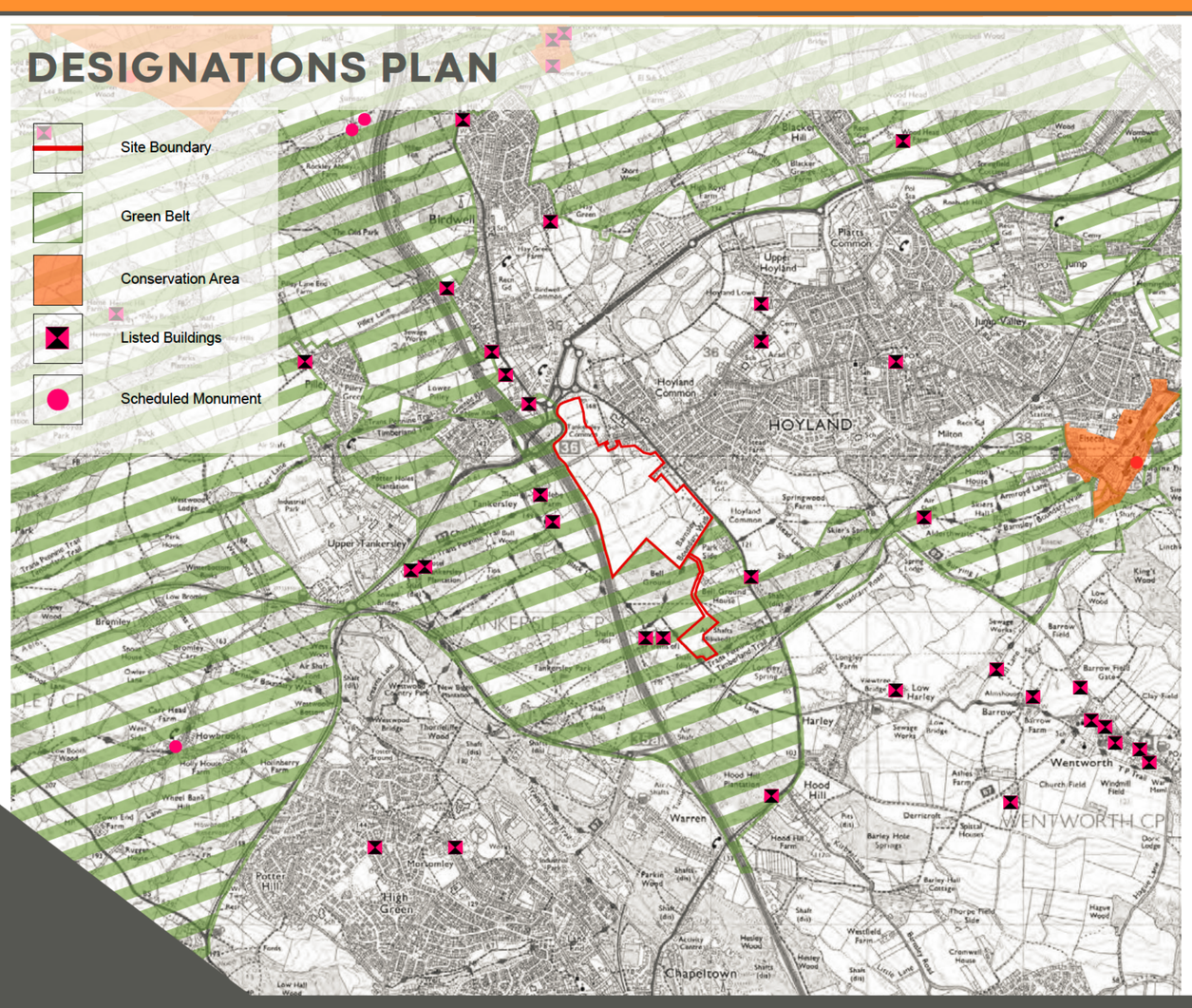
The CMRA has revealed a long and diverse mining heritage at the proposed development site. This has included ironstone mining dating back to the beginning of the 19th century. Coal mining has included recorded mining at shallow depth at the southern margins, with deeper underground mining and extensive opencast mining across 75% of the site area. It is intended that further surveys are needed in order to understand whether large scale ground stabilisation works will be required.

The preliminary geoenvironmental assessment summarises its findings and states there to be an overall low to medium risk with regards to human health and Controlled Water Receptors. It recommends that a comprehensive ground investigation is required. A series of trial pits, trenches and rotary bore holes will be required to determine the extent of land contamination.

## Landscape Character

The character of the existing landscape has been much altered over the years, primarily due to mining activity. The site landscape comprises a combination of arable and permanent pasture farmland as well as deciduous woodland blocks of varying sizes. A number of hedgerows and trees are found within the site. The proposed development will result in a loss of open farmland, removal of hedgerows and trees, and a change in character resulting from built development. The loss of existing landscape features will be mitigated through the introduction of significant new native structure planting between development plots. Proposed wide planting belts will help to visually contain the development on the southern and western boundaries.

### DESIGNATIONS PLAN




## Heritage and Archaeology

Initial desk-based assessment of the development area has indicated a primary association with the former estate of Tankersley manor, acting as an enclosed deer park during the medieval period. However, much of this heritage is thought to have been considerably diminished, if not entirely removed, by subsequent use of the site for open cast mining during the industrial and modern period and should not prevent future development. Where potential exists, any application will take account of this via appropriate mitigation strategies, possibly involving small scale and targeted investigation, as appropriate.

The initial evidence suggests that there are no buried archaeological remains of value, due to open cast mining. Where the ground remains undisturbed there may be archaeological potential, however desktop work suggests that any remains would not be sufficiently significant to prevent future development. At the planning application stage developers will be required to submit an appropriate archaeological investigation, this may include intrusive investigations (trial trenching).



1893



1931



1948

# TECHNICAL CONSIDERATIONS

## CONSTRAINTS AND OPPORTUNITIES PLAN

Birdwell Roundabout
Hoyland Common Primary School
B6096 Hoyland Road
Tankersley Lane
A6135 Sheffield Road
HOYLAND SOUTH
Bell Ground
M1
ATTENUATION
145
150
140
135
130
125

- Allocation Site Boundary
- Approximate Extent of Existing Vegetation (based on aerial image)
- Approximate Extent of Existing Watercourse
- Approximate Location of Overhead Wires (with 30m clearance zone)
- Existing Road Network
- Existing Public Rights of Way
- Location of Bus Stops
- Existing Allotment Sites
- Listed Buildings
- Green Belt
- Indicative Location of Attenuation Features
- Opencasts
- Approximate Location of Bell Pits
- Hoyland North Masterplan Framework Area (visible extents)
- Hoyland South Masterplan Framework Area (visible extents)
- Area Allocated for Employment Use
- Potential Employment Site Access
- Area Allocated for Residential Use
- Potential Residential Site Access

# DESIGN CONSIDERATIONS

## Movement and Transport

**Access**
There is potential for a range of vehicular and pedestrian access points into the residential and employment areas. A key aim of the Transport Strategy is to direct traffic away from Hoyland Common, particularly the crossroad junction on Sheffield Road. The development will incorporate a new link road to divert traffic around the west of Hoyland between J36 and the Dearne Valley parkway (A6195), down to Sheffield Road to the south. The link road will provide access to the new development plots, although the residential part of the development would be accessed from Sheffield Road.

**Street Hierarchy**
The street hierarchy will seek to provide a series of linked routes designed to reflect the anticipated traffic levels. The development will create high quality, safe and convenient routes for motorists, cyclists and pedestrians. Pedestrian and cycle routes will be linked into the existing network where possible to encourage trips on foot and on bicycle.

**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.

## Transition to Zero Carbon

All built development will be designed to aid the transition to a Net 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 & 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 to at least 5% of all parking spaces, with potential to extend this further.
- Monitoring energy consumption in line with BMBC 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
- Producing an Energy Statement that will set out measures to demonstrate how the development seeks to reduce carbon emissions.

## Utilities and Services

A comprehensive Utility Report is being prepared to identify the existing utility infrastructure and the potential opportunities and constraints associated with the current proposals. A desktop summary has identified the following:

**Water**
An application has been submitted to Yorkshire Water who have identified a water main on Tankersley Lane as a point of connection.

**Gas**
Cadent Gas Networks have provided a Point of Connection at Medium Pressure for the capacity requested. This is located on Sheffield Road approximately 200m from the new access roundabout. An additional Gas Governor would be required on site.

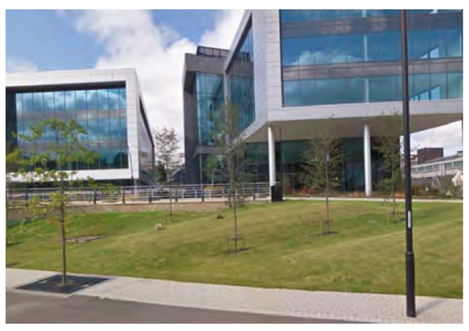
**Electricity**
A formal application has been submitted to Northern Powergrid based on a usage of 8 MVA. Northern Powergrid have identified the nearest point of connection to be Elsecar Primary Substation. This would be connected to two spare 11kV circuit breakers. This is approximately 4.8k from site so would involve significant infrastructure reinforcement.

## Neighbouring Properties and Uses

There will be design considerations in order to mitigate the impact the development will have on the surrounding landscape which includes; Hoyland Common Primary School, Properties along Tankersley Lane, Properties along Sheffield Road, Allotments, Shell Garage, The Rockingham Centre and various farming settlements.

The Masterplan Framework will seek to integrate within its immediate context, new employment land should strive to lessen impact on the surrounding landscape through well thought out and sensitively designed masterplanning to alleviate pressure upon existing amenity.

In order to integrate employment development and residential it is vital to allow for adequate separation distances with appropriate boundary treatments to prevent loss of privacy and clearly define of the thresholds between character areas.







## Placemaking

Delivering design measures to help create a sense of place and distinctive built environment is critical to the success of the Masterplan Framework. The future detailed design will consider the arrangement of buildings and positioning of landscaping to consider effects on existing views, and treatment of new key views. The objective is to deliver distinguishable and recognisable places to give residents, employees and visitors a positive experience.

**Employment**
As shown on the emerging masterplan, the employment element of the Masterplan Framework will be split down into plots of varying sizes. This dictates the end use, with larger plots being more suited to larger storage and distribution units, and smaller plots lending themselves to offices.

Offices and smaller employment units will be located closer to the existing settlement edge, with larger units set further back, closer to the M1. The office spaces will be designed to BREEAM Very Good and will promote health and wellbeing through a high-quality work climate that promote natural daylight, thermal comfort, air quality, collaborative working and biophilic design.

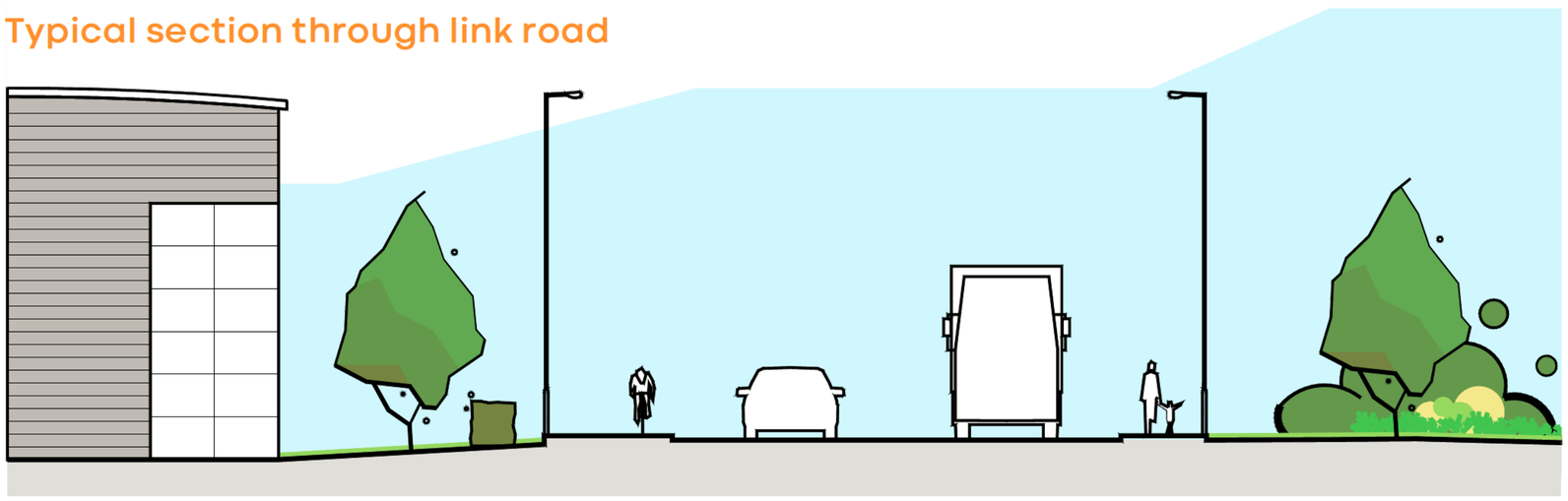
Offices will be set within a landscaped setting, with ornamental planting around parking areas, and opportunity for external seating areas. Significant areas of structural landscaping will be provided around the perimeter of larger units, to help them assimilate with their surroundings. Tree planting will provide a robust Green Belt buffer to the southern edge of the Masterplan Framework area.

**Residential**
The proposed housing will face onto Sheffield Road, providing an active frontage that addresses the road. There is opportunity for these dwellings to incorporate architectural detailing that reflects the vernacular housing found along Sheffield Road. With the introduction of high-quality housing, replacing the existing haulage depot, the new housing will deliver a built character that assimilates well with the existing environment.

The arrangement of housing will carefully consider the interface with existing dwellings on Tankersley Lane and Sheffield Road, minimising the effects on visual amenity of existing residents.

Open space will be incorporated within the new housing, providing opportunities for recreation and amenity, while pedestrian and cycle connections will be provided to the wider network, connecting to the existing settlement, and to the countryside beyond. Structural planting and bunding will be used where appropriate to visually separate the new housing from the spine road and employment development beyond.

### Typical section through link road



fpcr

BARNSLEY Metropolitan Borough Council

HOYLAND WEST

# THE CAPACITY PLAN

Birdwell Roundabout

Plot 3 (EMP) 5.09ha

Plot 4 (EMP) 2.03ha

Hoyland Common Primary School

B6096 Hoyland Road

M1

Tankersley Lane

Plot 6 (RESI) 2.53ha

Plot 5 (EMP) 1.70ha

A6135 Sheffield Road

Plot 1 (EMP) 18.35ha

Potential Access into Sports & Community Facilities

Hoyland South Masterplan Framework Area
(visible extents)

Plot 2 (EMP) 9.02ha

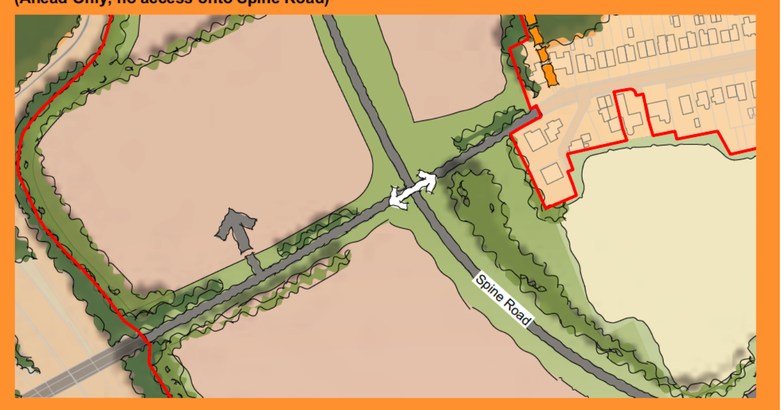
Bell Ground

ATTENUATION

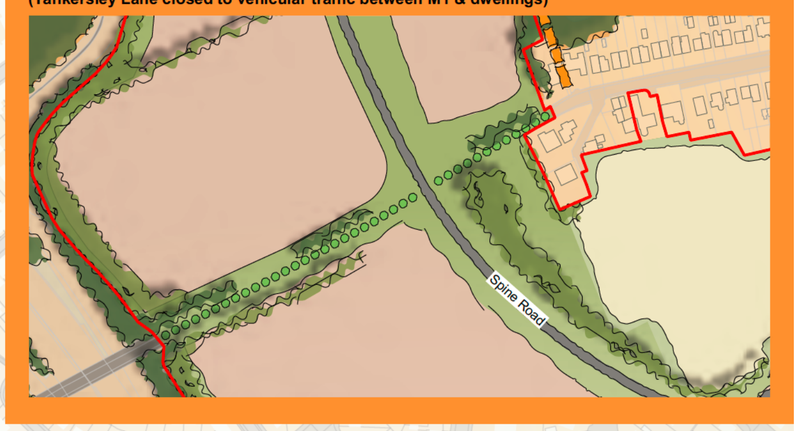
Tankersley Road Option 1:

Section between link road and dwellings closed to vehicular traffic, and changed to Green Link (cycle and pedestrian access only)

**Tankersley Lane Option 2 - Open to Traffic**
**(Ahead Only, no access onto Spine Road)**




**Tankersley Lane Option 3 - Green Link**
**(Tankersley Lane closed to vehicular traffic between M1 & dwellings)**




- Site Boundary
- Approximate Extent of Existing Vegetation (based on aerial image)
- Approximate Location of Overhead Wires (with 30m clearance zone)
- Existing Public Rights of Way
- Employment Parcels (approx 34.05ha)
- Residential Parcel (approx 2.53ha)
- Proposed Spine Road
- Access Points
- Indicative Locations of Attenuation Features
- Proposed Buffer Planting

# THE CONCEPT MASTERPLAN

Birdwell Roundabout
PLOT 4
General Industry,
Storage & Distribution
PLOT 3
General Industry,
Storage & Distribution
M1
Tankersley Lane
Hoyland Common
Primary School
Hoyland North
Masterplan Framework Area
(visible extents)
B6096 Hoyland Road
PLOT 6
Residential
PLOT 5
Offices & General
Industry
A6135 Sheffield Road
PLOT 1
Storage &
Distribution
PLOT 2
General Industry,
Storage & Distribution
Hoyland South
Masterplan Framework Area
(visible extents)
Bell Ground
ATTENUATION

## Greenspace and Recreation Facilities

The Masterplan Framework will be set within comprehensive Green Infrastructure, comprising of retained vegetation, proposed areas of openspace, amenity, recreation and drainage attenuation.

### Short Term Option

The former Rockingham Centre site has potential to retain the existing cricket pitch. Investment within the existing site could provide potential to allocate an adult sports pitch.

The Council are looking into several options for the temporary relocation of archery, taking into consideration a number of factors including the safety of the public.

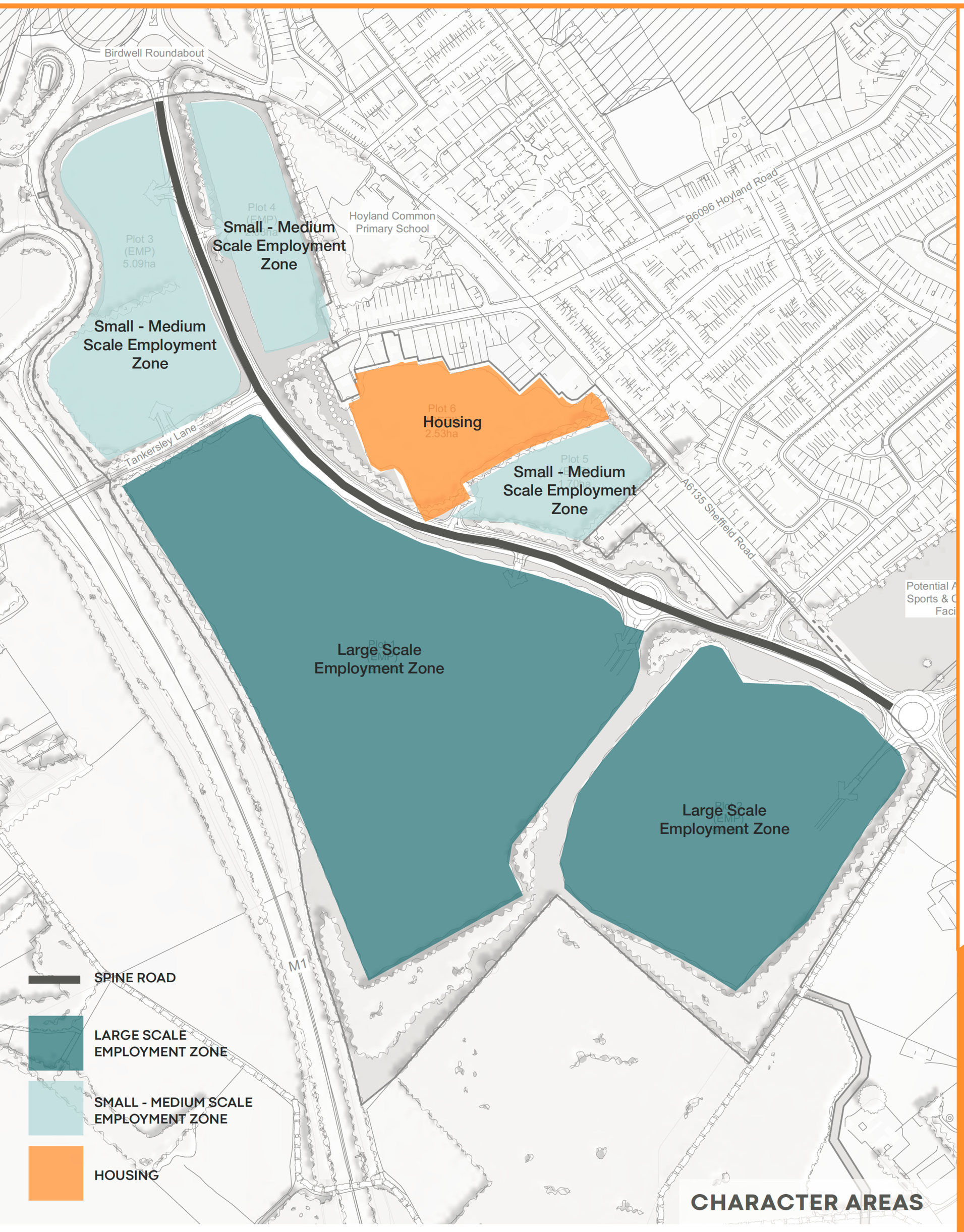
### Long Term Option

Parkside has the capacity to occupy a larger amount of amenities including two adult sports pitches, archery facilities and the potential to accommodate a community building with associated parking.






# NEXT STEPS




## Timeline

- May - June 2020
  Consultation on Masterplan Framework & Feedback
- June 2020
  Submission of Planning Application
- Early September 2020
  Adoption of Masterplan Framework
- September 2020
  Determination of Planning Application

## Planning Strategy

The adopted Barnsley Local Plan sets out that the Masterplan Frameworks should be adopted prior to the determination of any planning applications on the affected sites. The Masterplan Framework will be a material consideration in the determination of subsequent planning applications.

## Next Steps

The Masterplan Framework will continue to evolve incorporating technical work as it becomes available. This public consultation is an opportunity for key stakeholders and the local community to provide important feedback on Masterplan Framework themes and to help shape

For all the latest on the Hoyland West Masterplan Framework, including details of how you can submit your comments, please visit:

**www.barnsley.gov.uk/hoylandwest**

## Phasing and Infrastructure Plan

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

- Infrastructure to be provided in a timely way in order to reduce/mitigate the impacts of development.
- Balance certainty of delivery of key infrastructure with the need to maintain flexibility over the delivery of development.
- Comprehensive and coordinated approach to strategic infrastructure delivery is required in order to ensure the overall masterplan aspirations are met.
- Deliver a sense of place early in the development of the masterplan area.
- Early provision of key transport infrastructure.
- Accessibility to public transport using existing bus services in the early phases.
- Logical sequencing of development parcels to avoid any adverse environmental impacts associated with construction traffic and activities on the early phases of

# Appendix 5 – Summary of Responses

# Hoyland West Public Consultation – Responses to Questionnaire

1. Page 1

2. Question 1

**1. Do you agree with the vision of the Masterplan Framework which seeks to create a sustainable and inclusive community with high-quality design and landscaping? (Please tick one option)**

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | Yes | 21.54% | 14 |
| 2 | No | 69.23% | 45 |
| 3 | Don't know | 9.23% | 6 |

| Analysis | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Mean: | 1.88 | Std. Deviation: | 0.54 | Satisfaction Rate: | 43.85 | answered 65 |
| | Variance: | 0.29 | Std. Error: | 0.07 | | | skipped 0 |

3. Question 2

**2. What do you think are the most important features of the existing site? (Please tick three options)**

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | Existing trees and vegetation | 70.77% | 46 |
| 2 | Wildlife | 67.69% | 44 |
| 3 | Electricity Pylons | 0.00% | 0 |
| 4 | Short and long-distance views | 44.62% | 29 |
| 5 | Tankersley Lane | 41.54% | 27 |
| 6 | Public rights of way | 20.00% | 13 |
| 7 | Rockingham Sports Ground | 32.31% | 21 |
| 8 | M1 Motorway boundary | 1.54% | 1 |
| 9 | Mining legacy | 0.00% | 0 |
| 10 | Other (please state): | 21.54% | 14 |

| Analysis | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Mean: | 11.66 | Std. Deviation: | 14.23 | Satisfaction Rate: | 96.24 | answered 65 |
| | Variance: | 202.48 | Std. Error: | 1.76 | | | skipped 0 |

Other (please state): (14)

| | | |
|---|---|---|
| 1 | 07/05/2020 10:50 AM<br>ID: 140328044 | Only once in this consultation and all of the press I've seen has there been a mention of the Rockingham Community Centre, rather than just Rockingham Sports Ground. Every day of the week, a number of community groups, events and meetings take place there, catering for all ages of the Hoyland community, and adjacent areas. It is used just as much, if not more because it is not weather dependant, than the sports ground. I organise some of these events through my work as Community Engagement Officer at The Civic Barnsley which includes mental health groups, live theatre for all ages, including an offer for local schools, |

## 2. What do you think are the most important features of the existing site? (Please tick three options)

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| | | art workshops for the elderly and poetry/literacy events for all ages.<br><br>It is said that the centre could stay in its current location, in the short term plan, but it only mentioned as a 'possible' in the long term.<br><br>Given the current climate, the need for low cost activities (not just sport), which cater for all ages, abilities and supports mental health and wellbeing, especially post-Covid, it is alessential that the community centre stays and is incorporated into the plan. | | |
| 2 | 07/05/2020 11:47 AM<br>ID: 140335265 | Hoyland is known as a very green space with plenty of walks to keep the locals healthy. A large part of this is going to be destroyed. The views are going to be ruined and plenty of wildlife is going to be harmed. Traffic on Sheffield Road is already a shortcut with speeding traffic (often exceeding 50mph in a 30mph zone) with plenty of accidents. There is not enough doctors surgeries or police to support such a large plan. | | |
| 3 | 07/05/2020 13:04 PM<br>ID: 140340500 | Quiet roads, green walking routes and safe areas for children to play | | |
| 4 | 07/05/2020 17:48 PM<br>ID: 140379955 | Over population,hoyland common is too over populated and impossible to park outside your own home especially around fitzwilliam street allott st,so this would make it much worse.<br>Traffic is now a nightmare at times and this would make it much worse.<br>Local landscape,scenery and wildlife,going on nice walks etc would be no more if you keep building on them,try thinking of people who were born there,the people's nice little village you are ruining just to line your pockets,NO DEVELOPMENT | | |
| 5 | 12/05/2020 10:55 AM<br>ID: 140835211 | It would only let me choose 3 sections but I also think that Tankersley Lane and the existing public rights of way are also as equally important. | | |
| 6 | 12/05/2020 17:23 PM<br>ID: 140876513 | To much traffic and trash already on Sheffield road Hoyland common, where I live just past the keys. The roundabouts that were put in place has made both traffic and trash on our road no better. | | |
| 7 | 13/05/2020 11:24 AM<br>ID: 140416862 | All of the above as there are plenty of brownfield sites in the area to put indusrial units in place without destroying greenbelt land. Putting more housing in place without a plan for more traffic on the roads and schools that will be too full to cope. | | |
| 8 | 13/05/2020 13:42 PM<br>ID: 140998964 | I would like to chose more than the three options that you have allowed as most of the choices are relevant to me | | |
| 9 | 13/05/2020 19:31 PM<br>ID: 141047675 | The tankersley area particular does not have the amenities to support further growth for example proposed development around Piley Pocket Park bistro were rejected giving us no public house in the village so why would another housing develop help us | | |
| 10 | 15/05/2020 09:55 AM<br>ID: 141171683 | 3 options are not enough! the wildlife and existing trees and vegetation, the Rockingham sports ground, The access to and from Tankersley to Hoyland via Tankersley Lane, the landscape and attractive public rights of way. The mining heritage, that this has now been turned from an unattractive mining area into somewhere beautiful. | | |
| 11 | 15/05/2020 22:27 PM<br>ID: 141231576 | Access by road to and from Pilley and the church at Black Lane | | |
| 12 | 19/05/2020 10:56 AM<br>ID: 141536638 | You must keep the green spaces in your village, please fill empty units first! There are so many empty units in this area why build more? Surely recent events have put even more importance on our green areas and lowering pollution. How are you not able to see this? These plans must be adapted. I am also very concerned about the danger especially to children close to school with purposed industrial use and lorries around the area. | | |
| 13 | 19/05/2020 20:59 PM<br>ID: 141594780 | The proposals are not taking some, but are taking all of the surrounding green areas. The surrounding countryside and greenery is being completely obliterated. | | |

| 2. What do you think are the most important features of the existing site? (Please tick three options) | | | Response Percent | Response Total |
|---|---|---|---|---|
| 14 | 22/05/2020 09:58 AM ID: 141606981 | There is a significant area of green open space south of Tankersley Lane, with open views from our property. | | |

## 4. Question 3

| 3. 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. | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Office space | | 41.54% | 27 |
| 2 | Starter units | | 30.77% | 20 |
| 3 | Manufacturing and general industrial uses | | 16.92% | 11 |
| 4 | Storage/distribution | | 16.92% | 11 |
| 5 | Other (please specify): | | 50.77% | 33 |
| Analysis | Mean: 4.75 | Std. Deviation: 2.97 | Satisfaction Rate: 79.62 | answered | 65 |
| | Variance: 8.83 | Std. Error: 0.37 | | skipped | 0 |

| Other (please specify): (33) | | |
|---|---|---|
| 1 | 07/05/2020 11:47 AM ID: 140335265 | Small businesses only to support local. |
| 2 | 07/05/2020 13:04 PM ID: 140340500 | Small offices only, industrial will ruin the housing estates near by and the environment/green spaces around it |
| 3 | 07/05/2020 13:51 PM ID: 140345637 | None |
| 4 | 07/05/2020 17:48 PM ID: 140379955 | WE DO NOT WANT ANY DEVELOPMENT,think of people who's village you are ruining instead of lining your own pockets |
| 5 | 07/05/2020 18:47 PM ID: 140391281 | Higher quality office or service sector not providers of low skilled, low paid zero hours contracts work from the likes of Hermes. |
| 6 | 10/05/2020 11:45 AM ID: 140479112 | None of these, leave it as it is. |
| 7 | 11/05/2020 15:57 PM ID: 140757129 | I'm not too bothered about that part of the plan I understand we need jobs. My problem is the plans to put the clubhouse on the parkside road field next to the existing houses When it should be at the bottom of the new roundabout. |
| 8 | 12/05/2020 10:46 AM ID: 140483533 | None, the ones already built around the area are not fully occupied and the traffic and noise level is already quite high. |
| 9 | 12/05/2020 10:55 AM ID: 140835211 | I honestly think that there is too much employment being proposed on the site. The other commercial units constructed in the area have been stood for a long time empty. Also in light of the proposed office spaces being proposed off the Dearne Valley parkway, I fear that the area will be saturated with commercial units. A prime example of this would be the commercial development off junction 37 of the M1, this is still incomplete with commercial properties empty, proposing more less than 5 miles away will be counter productive in my opinion. |
| 10 | 12/05/2020 11:54 AM ID: 140844164 | Leave as it is |

**3. 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.**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 11 | 12/05/2020 13:51 PM ID: 140853863 | None; sheffield road and the surrounding roads are not equipped to handle more traffic. | | |
| 12 | 12/05/2020 18:10 PM ID: 140905308 | None - there are plenty of empty units in thr borough which need to be filled | | |
| 13 | 12/05/2020 20:53 PM ID: 140930707 | None there are plenty of areas to use without using greenbelt land | | |
| 14 | 13/05/2020 11:24 AM ID: 140416862 | None, instead of using greenbelt land and increasing air, noise and light pollution look for brownfield sites which there are plenty of in the area. | | |
| 15 | 13/05/2020 15:53 PM ID: 141019661 | None | | |
| 16 | 13/05/2020 17:16 PM ID: 141028348 | None | | |
| 17 | 13/05/2020 17:50 PM ID: 141032775 | None | | |
| 18 | 13/05/2020 17:53 PM ID: 141030377 | None! | | |
| 19 | 13/05/2020 19:31 PM ID: 141047675 | Nothing it should not be allowed the area around the Birdwell junction is an eye sore why would we want this in the area as well | | |
| 20 | 13/05/2020 21:45 PM ID: 141057729 | None | | |
| 21 | 13/05/2020 22:22 PM ID: 141060701 | None. You would be depriving children and families of the privilege of having amazing fauna and flora at their doorstep and in their gardens. | | |
| 22 | 13/05/2020 23:12 PM ID: 141064050 | Nothing it should not be going ahead | | |
| 23 | 14/05/2020 07:14 AM ID: 141071357 | Leave as it is | | |
| 24 | 14/05/2020 08:14 AM ID: 141073773 | Small, nice looking buildings | | |
| 25 | 14/05/2020 10:14 AM ID: 141083585 | None leave it alone | | |
| 26 | 14/05/2020 12:16 PM ID: 141102622 | None | | |
| 27 | 14/05/2020 17:20 PM ID: 141134393 | Nothing that causes more noise, pollution and traffic and upsets local wildlife (of which there is many). | | |
| 28 | 14/05/2020 23:06 PM ID: 141161687 | Retail | | |
| 29 | 15/05/2020 09:55 AM ID: 141171683 | None, I don't believe this is needed. There are warehouse units down dearne valley parkway empty for years. These are also further away from residential areas. That road was built for industrial use. | | |
| 30 | 21/05/2020 07:30 AM ID: 141670037 | None and if don't know why are you building extra space for units to sit empty of not yet built as per most of Birdwell roundabout area?? | | |
| 31 | 27/05/2020 20:52 PM ID: 142060558 | retail | | |
| 32 | 28/05/2020 15:34 PM ID: 142100167 | Employment but retain the nature and environment. | | |

**3. 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.**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 33 | 28/05/2020 19:52 PM ID: 142057085 | None, keep the area as it is. | | |

## 5. Question 4

**4. What do you consider to be the most important points for guiding the design of the new development? (Please tick three options)**

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | Creating views to important buildings and landmarks | 12.31% | 8 |
| 2 | Considering local building as examples | 16.92% | 11 |
| 3 | Display good design using high-quality materials | 15.38% | 10 |
| 4 | Sustainable design and construction incorporating low carbon and renewable technology (Use local materials, solar panels, high insulation levels, orientate buildings to maximise solar gain) | 18.46% | 12 |
| 5 | High quality outdoor space with clear distinction between public and private space | 35.38% | 23 |
| 6 | Creating a suitable road to divert traffic away from Hoyland Common | 47.69% | 31 |
| 7 | Healthy and safe environment | 38.46% | 25 |
| 8 | Clear and obvious routes for pedestrians, cyclists and motorists | 20.00% | 13 |
| 9 | Retaining Rockingham Sports Ground as is (rather than reconfiguring or relocating) | 55.38% | 36 |
| 10 | Providing adequate parking | 12.31% | 8 |
| 11 | Other (please specify): | 27.69% | 18 |

| Analysis | | | | | | | Response Percent | Response Total |
|---|---|---|---|---|---|---|---|---|
| | Mean: | 19.85 | Std. Deviation: | 23.4 | Satisfaction Rate: | 168.46 | answered | 65 |
| | Variance: | 547.35 | Std. Error: | 2.9 | | | skipped | 0 |

Other (please specify): (18)

| | | |
|---|---|---|
| 1 | 07/05/2020 10:50 AM ID: 140328044 | Rockingham Sports Ground, including the Community Centre.<br><br>Take into consideration how this would affect the health, safety and wellbeing of children at Hoyland Common Primary, in regards to traffic and pollution. |
| 2 | 07/05/2020 13:51 PM ID: 140345637 | It shouldn't be built at all. |
| 3 | 07/05/2020 17:48 PM ID: 140379955 | We don't want development making our village worse so just cancel the development,extra housing has just made it worse |

**4. What do you consider to be the most important points for guiding the design of the new development? (Please tick three options)**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 4 | 07/05/2020 18:47 PM ID: 140391281 | Maintaining important hedgerow habitats and field margins which are host to a wide variety of flora and fauna. | | |
| 5 | 10/05/2020 11:45 AM ID: 140479112 | If the plan has to go ahead, make sure that building are low and are shielded by trees as I don't want to be able to see them from my window. | | |
| 6 | 10/05/2020 14:35 PM ID: 140483745 | Making sure that the buildings are not too tall and making sure that they are well camouflaged to minimise impact on views.<br>Not causing problems with light, noise and normal pollution due to the type of businesses that are located in the new proposed plots. | | |
| 7 | 12/05/2020 20:53 PM ID: 140930707 | No relocation of Rockingham community center to Parkside as there is more parking at Rockingham and there is no noise pollution to residents, parkside is a greenbelt area and should stay that way. | | |
| 8 | 13/05/2020 11:24 AM ID: 140416862 | Preferably none of the above as why destroy countryside when there are plenty of sites suitable for industrial use. | | |
| 9 | 13/05/2020 13:42 PM ID: 140998964 | I would like to chose all the sections as they have an impact on my life | | |
| 10 | 13/05/2020 17:50 PM ID: 141032775 | None I don't want it to go ahead | | |
| 11 | 13/05/2020 17:53 PM ID: 141030377 | I think its a disgrace that you are building anything on this land let alone buildings of Storage or Production- you are ruining the surrounding area, killing wildlife and the fact that you seem to think that traffic will divert away from Hoyland Common is laughable!!!! There is plenty of space off the Dearn Valley Parkway that you spens so much money building! Use that! You have already created further chaos with the new roundabout system installed which only creates further queues down Sheffield road at bust commuter times of the day! This development will further add to the noise, pollution and traffic build up along Sheffield Road! | | |
| 12 | 13/05/2020 19:31 PM ID: 141047675 | Nothing it shouldn't be allowed I don't agree with any option but you have to select them which give a bias opinion | | |
| 13 | 13/05/2020 22:22 PM ID: 141060701 | You do not need to build anything and thus destroying the wildlife and nature. | | |
| 14 | 14/05/2020 07:14 AM ID: 141071357 | We don't need more commercial property | | |
| 15 | 14/05/2020 10:14 AM ID: 141083585 | Leave the area alone | | |
| 16 | 15/05/2020 09:55 AM ID: 141171683 | That locals want to use their local area without the disturbance of an industrial area and an increase in population causing more traffic on an already congested area, diverting local traffic to dangerous road crossings eg A61 | | |
| 17 | 15/05/2020 22:27 PM ID: 141231576 | Retaining the existing through link on Tankersley Lane for vehicles to and from Pilley to hoyland common. | | |
| 18 | 03/06/2020 00:07 AM ID: 142433014 | Way too much pollution near the primary school | | |

## 6. Question 5

**5. The consultation seeks your views on options for traffic at Tankersley Lane. Which layout do you prefer - Option A, Option B, Option C, or none?**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Option A | | 15.38% | 10 |

**5. The consultation seeks your views on options for traffic at Tankersley Lane. Which layout do you prefer - Option A, Option B, Option C, or none?**

| | | Response Percent | Response Total |
|---|---|---|---|
| 2 | Option B | 9.23% | 6 |
| 3 | Option C | 13.85% | 9 |
| 4 | None | 61.54% | 40 |

| Analysis | | | | | | | Response Percent | Response Total |
|---|---|---|---|---|---|---|---|---|
| | Mean: | 3.22 | Std. Deviation: | 1.13 | Satisfaction Rate: | 73.85 | answered | 65 |
| | Variance: | 1.28 | Std. Error: | 0.14 | | | skipped | 0 |

## 7. Question 6

**6. If you would like to give reasons why, or include any thoughts on how your preferred option could be improved, please use the box below.**

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | Open-Ended Question | 100.00% | 46 |

| | | |
|---|---|---|
| 1 | 07/05/2020 11:47 AM ID: 140335265 | Nobody has been made aware of these plans to vote. |
| 2 | 07/05/2020 13:04 PM ID: 140340500 | All options are going to make it difficult for the locals that live here that still have to drive in and out for work outside of the area, and will end up moving the traffic onto Sheffield Road and create more congestion. |
| 3 | 07/05/2020 13:43 PM ID: 140343782 | keeping some access open but through road could cause problems |
| 4 | 07/05/2020 13:51 PM ID: 140345637 | It shouldn't be built at all. |
| 5 | 07/05/2020 17:48 PM ID: 140379955 | Just leave hoyland common alone,you've made it worse by building more houses especially on the old infant school ground on Watson street,extra houses means,making the population even worse,parking is a nightmare and I can't park outside my own house,traffic is a nightmare and building extra houses,commercial buildings and ruining the scenery would destroy the area,think of people who were born there,the people's home you are ruining to line your own pockets |
| 6 | 07/05/2020 18:47 PM ID: 140391281 | Inclusion of wildlife highways, hedgerows and wildflower planting. Putting a road through fields and the increase in traffic goes against the carbon neutral target of the government & council. |
| 7 | 10/05/2020 11:45 AM ID: 140479112 | The road just needs to be repaired and left as it is. |
| 8 | 10/05/2020 14:35 PM ID: 140483745 | I would definitely not like to see Option 3 as this would put more pressure on Birdwell Roundabout and the M1 Roundabout. |
| 9 | 11/05/2020 15:57 PM ID: 140757129 | My problem is the plans to put the clubhouse on the parkside road field next to the existing houses When it should be at the bottom of the new roundabout. Why would you put it close to the houses, it could either go at the bottom of the roundabout or on the road that won't be used anymore and it's a ready built car park. I live on parkside road and suffer from ptsd after many many years service in the armed forces, as part of this I get very agitated with noise I can't control and I'm sure there would be weddings and other functions there on a regular basis. Like I said I'm fine with most of the plans but please show some consideration for the people of hoyland and either keep rockingham open and leave the only green space left to play in hoyland common. If this isn't possible please move the club house and show the people of hoyland you do listen. |
| 10 | 12/05/2020 10:46 AM ID: 140483533 | The residents of tankersley use tankersley lane to access our neighbouring communities, hoyland elsecar, chapeltown etc.If you close it to vehicles the |

**6. If you would like to give reasons why, or include any thoughts on how your preferred option could be improved, please use the box below.**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| | | alternative routes are longer and more heavily trafficked and of course include the j36 roundabouts which are already a nightmare to navigate. There should Be no access points to industrial sites from tankersley lane it's not suitable. | | |
| 11 | 12/05/2020 10:55 AM ID: 140835211 | It appears that no option allows access to both the spine road AND ahead into Hoyland, which I think is a missed trick, traffic could be directed by a roundabout at the meeting point.<br><br>Most of the people using plot 3 and 4 would be using the motorway as a way of getting to and from home and work place, but you could sill retain the useful access to Allets Corner | | |
| 12 | 12/05/2020 12:04 PM ID: 140844874 | There is enough unused buildings and units not been converted for use. No need to build more without looking at existing sites. Also it will ruin the surrounding area. | | |
| 13 | 12/05/2020 12:44 PM ID: 140848602 | I think we need to keep wildlife and nature need to be cared for | | |
| 14 | 12/05/2020 13:51 PM ID: 140853863 | There is too much traffic on Tankersley Lane as it is, due to the existing houses it cannot be widened or improved. It's also very close to schools and care homes. So have to consider pedestrians safety | | |
| 15 | 12/05/2020 18:10 PM ID: 140905308 | Too much traffic on hoyland common as it is and outside school | | |
| 16 | 12/05/2020 20:53 PM ID: 140930707 | Simple do not build any industrial buildings in this area ther is plenty of land away from residential homes | | |
| 17 | 13/05/2020 11:24 AM ID: 140416862 | My preferred option would be that in particular the industrial units are built elsewhere in the area where it isn't imposing on the local countryside such as a brownfield site or at least on land that isn't greenbelt. | | |
| 18 | 13/05/2020 13:42 PM ID: 140998964 | I have not been able to access information regarding the alternative access road developments at this time, can you forward them to me | | |
| 19 | 13/05/2020 17:16 PM ID: 141028348 | This development should not go ahead,it's bad enough with the mess that they have made with the roads at birdwell without messing any more roads and wildlife up | | |
| 20 | 13/05/2020 17:50 PM ID: 141032775 | I don't want this ""development"" to go ahead ruining views, farmland and wildlife etc.... there's enough room for further development on the dearne valley way. We don't need anymore industrial buildings. | | |
| 21 | 13/05/2020 17:53 PM ID: 141030377 | Leave it as it is! Barnsley Council have already created chaos with the new Roundabout system from the M1 - Have you actually tried to commute from or to the Motorway junction onto either Birdwell, Tankersley or Hoyland at peak times! They already que all the way along Sheffield Road trying to get onto the Motorway in a morning, they que trying to get off at Junction 36 (dangerously) along the motorway - trust me, I sit in the traffic and it is not safe at all when you have to sit in the first lane with traffic piling past you at 70mph in the next lane while you wait to exit the motorway! I am seeing NOTHING in your proposal that will help divert traffic away from Sheffield road! Just because you build a trunk road, all the traffic will just get held up at the roundabouts - lets not forget the residential housing estate that you are planning! 100 houses = 200 cars! At peak time! and don't say it doesn't! all filing out along Tankersley lane onto the common crossroads! | | |
| 22 | 13/05/2020 19:31 PM ID: 141047675 | We don't need this in the area and this survey is biased towards gain support | | |
| 23 | 13/05/2020 19:36 PM ID: 141047616 | The framework document actually references the options as 1, 2 & 3 and not A, B & C. For clarity, I would only support Option 2 where the road remains open to allow direct vehicular access from Tankersley & Pilley through to Hoyland. The other options are poorly conceived and will require longer journeys for local residents. | | |

**6. If you would like to give reasons why, or include any thoughts on how your preferred option could be improved, please use the box below.**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 24 | 13/05/2020 21:45 PM ID: 141057729 | If this development was to go ahead the industrial traffic that would divert through Tankersley on to Tankersley Lane to avoid the existing congestion around junction 36, also using New Road to access routes to Manchester or Junction 37 M1 | | |
| 25 | 13/05/2020 23:12 PM ID: 141064050 | I feel that development is not needed or wanted. It will only line the pockets of the local government which appears to be taking priority over the quality of the community's lives. | | |
| 26 | 14/05/2020 08:14 AM ID: 141073773 | I don't want to be walking next to lots of traffic and ugly buildings on my way to Hoyland. | | |
| 27 | 14/05/2020 10:14 AM ID: 141083585 | I use Tankersley lane to come from pilley to hoyland, hoyland common, Cortonwood etc, I do not want a detour to a congested roundabout at Birdwell or a trip through an industrial estate | | |
| 28 | 14/05/2020 12:16 PM ID: 141102622 | I live on Tankersley Lane and the traffic on here is horrific enough!!!! My son has almost been knocked down TWICE due to motorists mounting the pavement as cars going well above the 30 mile an hour speed limit both ways up and down my road and neither party slowing down or giving way to oncoming traffic!!! Adding more traffic to the area is ridiculous!!! Maybe the council should sort out the roads and road users we already have instead of introducing new ones!!!! Also Hoyland is only a small village and our schools, doctors and dentists are already packed to bursting - we don't need anymore drains on our already struggling health professionals!!! | | |
| 29 | 14/05/2020 17:20 PM ID: 141134393 | As long-standing residents of Tankersley Lane we would like our lane to be closed to through traffic. At present (in 'normal' times not Covid-19) the traffic past our houses is horrendous. Since the introduction of the new gyratory (or wacky races) at Birdwell and Hoyland Common our lane has become the new main road to Sheffield for most people who wish to avoid the new roundabouts. This has led to increased noise, pollution and danger from speeding traffic (who regularly do not do 30 mph). We often get abuse from passing motorists when trying to get in and out of our drives; and residents' cars on the lane have been damaged by through traffic. In addition people come and leave their cars outside our homes for days on end when meeting their friends for car sharing etc. This causes more anxiety for us. Also we cannot have our bedroom windows open on hot days and nights because of the noise and pollution which means we do not get adequate sleep. All these problems are having a bad effect on our health. WHATEVER DECISION YOU MAKE PLEASE DO NOT ALLOW THROUGH VEHICULAR TRAFFIC UP OR DOWN TANKERSLEY LANE. PLEASE CLOSE IT OFF. | | |
| 30 | 14/05/2020 23:06 PM ID: 141161687 | Personally I feel the more access the better. including links to both Tankersley Lane, Sheffield road and Birdwell Roundabout would be the best option. | | |
| 31 | 15/05/2020 09:55 AM ID: 141171683 | I am confused as to whether option B is one way or not so have had to say none. I live in Tankersley and Tankersley Lane is my main route whether travelling by car, walking (or going for a run) when going to Hoyland Common, Hoyland, Elsecar, Wentworth or Wombwell. Closing this or restricting access will force local traffic to the dangerous A61/Westwood New Road junction, which is already becoming more congested and will get worse due to the new and planned housing estates in Tankersley and Pilley. This a bad junction with regular accidents. Local traffic would also increasingly drive through Pilley, already people go that way to avoid the awful Birdwell Roundabout, that is already difficult enough to navigate and congested without the increase of even more traffic from this development. | | |
| 32 | 15/05/2020 22:27 PM ID: 141231576 | This proposed masterplan will be terrible for the people of Pilley.<br>the motorway bridge section on Tankersley Lane was specifically built to enable access and to enable the people of pilley to not be isolated from Hoyland Common.<br><br>PILLEY FOLK CAN CURRENTLY VISIT THE SHOPS AT HOYLAND COMMON WITHOUT HAVING TO GO ALL AROUND THE ROUNDABOUT SYSTEM ON THE MAIN ROADS/A61 | | |

**6. If you would like to give reasons why, or include any thoughts on how your preferred option could be improved, please use the box below.**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 33 | 19/05/2020 10:56 AM ID: 141536638 | Please stop removing all green space in Hoyland Common! | | |
| 34 | 19/05/2020 15:52 PM ID: 141570063 | I am extremely worried about more traffic, especially heavy traffic through our village.<br>I also think that the site is far too large and will cause endless disruption to our community. No thought is being given to this area which has already been changed beyond belief by the new road layout or to the invasive disruption which residents had to previously endure for many months! | | |
| 35 | 20/05/2020 00:15 AM ID: 141601718 | keep heritage countryside of kes and wentworths for historical value and interest. Stop traffic. | | |
| 36 | 22/05/2020 09:58 AM ID: 141606981 | As a resident of Tankersley Lane, we would like option 3 (access blocked to traffic) in order to avoid additional traffic from the new development | | |
| 37 | 22/05/2020 19:03 PM ID: 141799266 | your document gives details of 1,2,3<br>your survey asks for a, b, c<br>I assume I have chosen b as was 2 on doc<br>we should keep all roads open to local traffic and enable locals to get to Hoyland without having to enter a major trunk road, join lams which happen every day using tankersley lane is over half mile short and safer for me to visit local shops, doctors, chemists, pubs etc | | |
| 38 | 26/05/2020 22:14 PM ID: 141994672 | J36 is not fit for purpose.<br>Can not cope with increased traffic.<br>Build another bridge across the motorway or use what you have.<br>The intersection of old a6135 and new road is a death trap and should join the roundabout at Brian the butchers.<br>Is it your intention to kill local trade and shops at hoyland common. | | |
| 39 | 27/05/2020 19:00 PM ID: 142056495 | By closing Tankersley Lane you are isolating Pilley which already has dangerous conditions for getting in and out of the village during Winter. It also increases travel to local amenities particularly for elderly and vulnerable of which 52% of the village are. | | |
| 40 | 27/05/2020 20:52 PM ID: 142060558 | access to and from Pilley and Tankersley would be hugely impacted. A lot of the villagers use all the road access for amenities and doctors. The surrounding roads out of Pilley especially are treacherous in the winter and the the route we would be diverted to access these amenities<br>are major arteries out of Barnsley leading to the Motorways and bypasses. This would make life very challenging to residents leaving to attend amenities especially at peak times of traffic. These roads should such as 'The Walk' are very narrow and cars park on the road creating various bottlenecks along the route | | |
| 41 | 28/05/2020 08:46 AM ID: 140633851 | I live on Tankersley Lane. Its such a busy road now, especially during in the morning, at evening rush hour and also school finishing time. I'm surprised there hasn't been an accident already. On one side of the road not every one can park on their drive so they park on the road. I do have a drive but struggle to stop traffic to actually reverse on it. It been a cut through ever since they did the roundabout change at Birdwell. We need to make the road a dead out for every ones benefit. | | |
| 42 | 28/05/2020 15:34 PM ID: 142100167 | Close Tankersley Lane for safety as traffic does not adhere to the speed limits and uses the Lane as a speed and race track.Very dangerous.The Lane is often used as a short cut at busy times and is unable to deal with the volume of traffic . | | |
| 43 | 28/05/2020 19:52 PM ID: 142057085 | Tankersley lane is a link road between villages, cutting this off creates further congestion.<br>At school times when people are travelling between villages this would make life difficult.<br><br>Keep the green fields, and make more of these, for walks and wild life.<br><br>This will just increase pollution in the area, with additional roads.<br><br>This is not a well thought out plan. | | |

| 6. If you would like to give reasons why, or include any thoughts on how your preferred option could be improved, please use the box below. | | | Response Percent | Response Total |
|---|---|---|---|---|
| | | This suits BC but not the people who live in the area. | | |
| 44 | 29/05/2020 18:33 PM ID: 142169740 | XXXX | | |
| 45 | 30/05/2020 22:15 PM ID: 142215216 | too much traffic now using it as a short cut dangerous | | |
| 46 | 03/06/2020 14:23 PM ID: 142470846 | Further trees, a mixture of evergreens and deciduous to help block out noise, pollution and privacy for the residents. | | |
| | | | answered | 46 |
| | | | skipped | 19 |

## 8. Question 7

| 7. The masterplan framework proposed a new road to divert traffic away from Hoyland Common crossroads. If Sheffield Road is to be downgraded what design features would make this road more user friendly? (Please tick three options) | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Traffic calming measures (such as speed humps) | | 35.38% | 23 |
| 2 | Traffic-free routes | | 24.62% | 16 |
| 3 | Combined cycle and pedestrian routes | | 13.85% | 9 |
| 4 | Separate cycle and pedestrian routes | | 35.38% | 23 |
| 5 | Safe and attractive routes that are well-lit | | 72.31% | 47 |
| 6 | Cycle friendly junctions and smooth non-slip surfaces | | 15.38% | 10 |
| 7 | Gates/bollards to restrict unauthorised access for vehicles | | 23.08% | 15 |
| 8 | High-quality signage | | 40.00% | 26 |
| 9 | Other (please state): | | 40.00% | 26 |
| **Analysis** | Mean: 15.63 | Std. Deviation: 18.59 | Satisfaction Rate: 157.88 | answered | 65 |
| | Variance: 345.49 | Std. Error: 2.31 | | skipped | 0 |

| Other (please state): (26) | | |
|---|---|---|
| 1 | 07/05/2020 10:50 AM ID: 140328044 | Any of those should probably be done with consultation with the school, as it will be the school and the parents who at emost likely to benefit from these measures. |
| 2 | 07/05/2020 13:51 PM ID: 140345637 | It shouldn't be built at all. |
| 3 | 07/05/2020 17:48 PM ID: 140379955 | None leave hoyland common alone,no development |

**7. The masterplan framework proposed a new road to divert traffic away from Hoyland Common crossroads. If Sheffield Road is to be downgraded what design features would make this road more user friendly? (Please tick three options)**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 4 | 07/05/2020 18:47 PM ID: 140391281 | Make it entirely pedestrianised and rewild the area to compensate for lost green space and wildlife habitat. | | |
| 5 | 10/05/2020 11:45 AM ID: 140479112 | I live on Sheffield Road and would still require access to my property. I do not require any of the above measures. | | |
| 6 | 12/05/2020 10:55 AM ID: 140835211 | Additional parking spaces along the route would be beneficial. There are pubs and business that thrive on the passing trade that Sheffield Road brings, stopping all vehicle traffic is not an option.<br><br>Signage maybe a good idea with limits on the larger vehicles using the route for the new distribution units. | | |
| 7 | 12/05/2020 17:23 PM ID: 140876513 | Extra parking space so people living on regent street and that side of Sheffield road can park without having to park elsewhere due to others dropping and picking children up or going shopping. | | |
| 8 | 13/05/2020 11:24 AM ID: 140416862 | Leave the area as it is and build the masterplan in an area suitable for industrial use and not over green spaces. | | |
| 9 | 13/05/2020 17:50 PM ID: 141032775 | None I don't want any changes | | |
| 10 | 13/05/2020 17:53 PM ID: 141030377 | The fact you think it will be downgraded and people will not use it shows a distinct lack of awareness on the Councils part! | | |
| 11 | 13/05/2020 19:31 PM ID: 141047675 | Nothing leave it as it is and stop destroying the area again the answer requires three option which is biased because I don't agree it should go ahead | | |
| 12 | 13/05/2020 19:36 PM ID: 141047616 | Pedestrian crossings are required at the signalised crossroads of Sheffield Road and Tankersley Lane. | | |
| 13 | 13/05/2020 21:45 PM ID: 141057729 | No goods vehicles | | |
| 14 | 14/05/2020 07:14 AM ID: 141071357 | Leave it as it is, area can't take more traffic | | |
| 15 | 14/05/2020 16:41 PM ID: 141135902 | To ensure the road no longer floods | | |
| 16 | 14/05/2020 17:20 PM ID: 141134393 | Please could you also consider making the tarmac area at the junction at Allott's Corner (opposite the Care Home) more attractive? It is an eyesore for the middle of the village. Perhaps wild flower planting?? 'Kes' tribute to highlight the historic influence the film/book has on the village and the mining heritage?? | | |
| 17 | 15/05/2020 09:55 AM ID: 141171683 | Traffic is being diverted away from Hoyland Common, what happens to the businesses? I suspect these would probably close. | | |
| 18 | 15/05/2020 22:27 PM ID: 141231576 | TtANKERSLEY LANE NEEDS TO STAY AS IT IS -OPEN TO TRAFFIC IN BOTH DIRECTIONS. | | |
| 19 | 19/05/2020 15:52 PM ID: 141570063 | Restrictions on large vehicles through on Sheffield Road. | | |
| 20 | 22/05/2020 09:58 AM ID: 141606981 | Wider footpaths, accessible for prams/pushchairs, mobility scooters, etc | | |
| 21 | 22/05/2020 19:03 PM ID: 141799266 | not providing correct questions<br>dont want any of these<br><br>keep road as is | | |
| 22 | 26/05/2020 22:14 PM ID: 141994672 | Stupidity beyond belief.<br>Sheffield bus number 2 runs that way now.<br>That was also stupid. | | |

**7. The masterplan framework proposed a new road to divert traffic away from Hoyland Common crossroads. If Sheffield Road is to be downgraded what design features would make this road more user friendly? (Please tick three options)**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 23 | 27/05/2020 19:00 PM ID: 142056495 | It is a main road often used to avoid the roundabouts which are used for industrial sites and business travellers. | | |
| 24 | 27/05/2020 20:52 PM ID: 142060558 | i think it would be better to keep the road open for access to amenities for the surrounding villages | | |
| 25 | 28/05/2020 19:52 PM ID: 142057085 | Surely this keeps people away from the local businesses currently trading. | | |
| 26 | 29/05/2020 18:33 PM ID: 142169740 | vvvv | | |

## 9. Question 8

**8. The Masterplan Framework will look at the impact of new development on the existing highway network. What measures could help to reduce the impact? (Please tick three options.)**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Direct traffic away from Hoyland Common Local Centre |  | 60.00% | 39 |
| 2 | Promote use of existing bus services in Hoyland Common |  | 40.00% | 26 |
| 3 | Promote and enable walking and cycling to the site |  | 50.77% | 33 |
| 4 | Divert existing bus services through the site to cater for workers |  | 30.77% | 20 |
| 5 | Provide secure and high-visibility cycle parking facilities |  | 4.62% | 3 |
| 6 | Make changing and shower facilities available for all employees and visitors to the site |  | 6.15% | 4 |
| 7 | Encourage train travel to and from Elsecar Train Station |  | 24.62% | 16 |
| 8 | Make sure all facilities are accessible to people with disabilities without the use of a car |  | 32.31% | 21 |
| 9 | Encourage car sharing |  | 21.54% | 14 |
| 10 | Other (please state): |  | 29.23% | 19 |

| Analysis | | | | | | | answered | 65 |
|---|---|---|---|---|---|---|---|---|
| | Mean: | 13.92 | Std. Deviation: | 16.98 | Satisfaction Rate: | 121.37 | skipped | 0 |
| | Variance: | 288.33 | Std. Error: | 2.11 | | | | |

Other (please state): (19)

| | | |
|---|---|---|
| 1 | 07/05/2020 13:51 PM ID: 140345637 | It shouldn't be built at all. |

**8. The Masterplan Framework will look at the impact of new development on the existing highway network. What measures could help to reduce the impact? (Please tick three options.)**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 2 | 07/05/2020 17:48 PM ID: 140379955 | No development | | |
| 3 | 10/05/2020 11:45 AM ID: 140479112 | Can I ask how making changing and shower facilities available would improve the highway network? | | |
| 4 | 12/05/2020 10:55 AM ID: 140835211 | Lets be honest, the main source to and from the new site will be the motorway and Birdwell roundabout, the area at peak times is horrendous as it is. there will be limited people walking to and from the local area to the commercial units.<br><br>diverting all the bus routes through the area cannot happen, there are numerous bus services that pass through Sheffield road, the 66 bus at peak times goes through there every 5/10 minutes, diverting 1 or 2 an hour would be sufficient. | | |
| 5 | 12/05/2020 17:23 PM ID: 140876513 | If encouraging car share provide parking area. Rather than the road. ( Sheffield R6and Regent street | | |
| 6 | 12/05/2020 20:53 PM ID: 140930707 | Do not build any industrial units in the area. | | |
| 7 | 13/05/2020 11:24 AM ID: 140416862 | Don't build the masterplan on greenspace/countryside. Build it in an area suitable for industrial use. | | |
| 8 | 13/05/2020 17:50 PM ID: 141032775 | None I don't want this to go ahead | | |
| 9 | 13/05/2020 19:31 PM ID: 141047675 | Leave it as it is the development should not be allowed and again the survey is biased as I have to select three option I DONT AGREE WITH DEVELOPMENT | | |
| 10 | 13/05/2020 21:45 PM ID: 141057729 | Elsecar train station is almost a mile away from the site how can this be a viable option, especially with limited parking and land to expand. | | |
| 11 | 13/05/2020 22:22 PM ID: 141060701 | Build somewhere else | | |
| 12 | 14/05/2020 07:14 AM ID: 141071357 | By not building will have a greater impact | | |
| 13 | 14/05/2020 10:14 AM ID: 141083585 | What the hell has washing got to do with the highway network | | |
| 14 | 14/05/2020 17:20 PM ID: 141134393 | Please can you allocate a car parking area somewhere near the motorway for car sharers. This would then deter people from leaving their cars outside the homes of people for lengthy periods in Hoyland Common when car sharing. VERY IMPORTANT PLEASE!! | | |
| 15 | 15/05/2020 09:55 AM ID: 141171683 | I don't think there would be much you could do to reduce the impact of such a large development. There is not enough space or capacity for this. | | |
| 16 | 15/05/2020 22:27 PM ID: 141231576 | CLOSING TANKERSLEY LANE WILL CAUSE MORE<br>TRSAFFIC ON THE A61 | | |
| 17 | 22/05/2020 19:03 PM ID: 141799266 | wrong questions<br>we want to promote local trade and allow local residents to shop and use facilities in Hoyland | | |
| 18 | 27/05/2020 20:52 PM ID: 142060558 | close the roads but i can have a shower. Real improvement for locals wanting to go to the Doctors without being diverted a mile out of the way through various volumes of traffic. At least i will smell fresh for my appointment. Is this some kind of joke | | |
| 19 | 28/05/2020 19:52 PM ID: 142057085 | poor questions and limited answers.<br>Surely not completing the development, will reduce the impact. | | |

10. Question 9

**9. The council will assess planning applications to make sure an appropriate mix of housing is delivered. What TYPE of homes do you think the new development should provide? (Please tick three options)**

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | Bungalow | 81.54% | 53 |
| 2 | Apartment | 15.38% | 10 |
| 3 | Terrace | 26.15% | 17 |
| 4 | Semi-Detached | 98.46% | 64 |
| 5 | Detached | 78.46% | 51 |

| Analysis | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Mean: | 9.77 | Std. Deviation: | 11.6 | Satisfaction Rate: | 169.23 | answered 65 |
| | Variance: | 134.59 | Std. Error: | 1.44 | | | skipped 0 |

## 11. Question 10

**10. The Council will assess planning applications to make sure an appropriate mix of housing is delivered. What SIZE of homes do you think the new development should provide? (Please tick three options)**

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | 1 bed | 41.54% | 27 |
| 2 | 2 bed | 78.46% | 51 |
| 3 | 3 bed | 98.46% | 64 |
| 4 | 4 bed | 60.00% | 39 |
| 5 | 5 bed | 21.54% | 14 |

| Analysis | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Mean: | 8.42 | Std. Deviation: | 9.91 | Satisfaction Rate: | 135.38 | answered 65 |
| | Variance: | 98.22 | Std. Error: | 1.23 | | | skipped 0 |

## 12. Question 11

**11. The Council will assess planning applications to make sure an appropriate mix of housing is delivered. What TENURE of homes do you think the new development should provide? (Please tick one option)**

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | Affordable housing | 16.92% | 11 |
| 2 | Open market housing | 43.08% | 28 |
| 3 | Mix of both | 40.00% | 26 |

| Analysis | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Mean: | 2.23 | Std. Deviation: | 0.72 | Satisfaction Rate: | 61.54 | answered 65 |
| | Variance: | 0.52 | Std. Error: | 0.09 | | | skipped 0 |

## 13. Question 12

## 12. How can the impact of development be minimised when viewed from the wider landscape? (Please tick as many options as you feel appropriate.)

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | Make sure that the new employment units are an appropriate colour to reduce their prominence in the wider landscape | 47.69% | 31 |
| 2 | Create strong green landscape buffers to minimise the visual impact of the development from the wider landscape | 83.08% | 54 |
| 3 | Identify opportunities for green roofs (partially or wholly covered with vegetation) | 60.00% | 39 |
| 4 | Other (please state): | 36.92% | 24 |

| Analysis | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Mean: | 5.42 | Std. Deviation: | 4.82 | Satisfaction Rate: | 104.62 | answered 65 |
| | Variance: | 23.23 | Std. Error: | 0.6 | | | skipped 0 |

Other (please state): (24)

| | | |
|---|---|---|
| 1 | 07/05/2020 13:04 PM ID: 140340500 | Make sure the buildings are low, as to not obstruct views and make the surrounding houses feel enclosed. |
| 2 | 07/05/2020 13:51 PM ID: 140345637 | Not building it at all. |
| 3 | 07/05/2020 17:48 PM ID: 140379955 | No development |
| 4 | 12/05/2020 10:55 AM ID: 140835211 | The larger distribution units will be so large that it will have a massive impact on the views across park side, whatever you do or however you treat them will not mask the fact they are there |
| 5 | 12/05/2020 18:10 PM ID: 140905308 | Don't destroy landscape by building |
| 6 | 12/05/2020 20:53 PM ID: 140930707 | Do not build on land already identified as greenbelt land and has been greenbelt for decades. |
| 7 | 13/05/2020 11:24 AM ID: 140416862 | Don't build industrial units over greenspace/countryside but in brownfield sites in the area. |
| 8 | 13/05/2020 17:50 PM ID: 141032775 | None I don't want this to go ahead |
| 9 | 13/05/2020 17:53 PM ID: 141030377 | Just don't build them! - They are totally unnecessary ! Your are ruining our community and the green space with this development! it is not necessary and not wanted! |
| 10 | 13/05/2020 19:31 PM ID: 141047675 | The development should not be allowed and this survey is biased towards making it happen you are forced to answer questions to ensure it goes ahead meaning the council will allow it no matter what the people live here think |
| 11 | 13/05/2020 19:36 PM ID: 141047616 | Ensure the scale of the units are kept to an appropriate scale and are suitable broken up in their design. Nobody want to see large box warehouses on the site. Ensure the buildings utilise the existing topography to limit their intrusion. |
| 12 | 13/05/2020 21:45 PM ID: 141057729 | Stop this development if it's necessary to screen or lessen their impact then there will be a clear impact by the very definition it's identified in the survey. |
| 13 | 13/05/2020 22:22 PM ID: 141060701 | You really should consider leaving the area alone. |
| 14 | 13/05/2020 23:12 PM ID: 141064050 | The development is not welcome or wanted in-the area. |

| 12. How can the impact of development be minimised when viewed from the wider landscape? (Please tick as many options as you feel appropriate.) | | | Response Percent | Response Total |
|---|---|---|---|---|
| 15 | 14/05/2020 10:14 AM ID: 141083585 | Not build them in the first place spoiling the area | | |
| 16 | 14/05/2020 16:41 PM ID: 141135902 | Consider size | | |
| 17 | 14/05/2020 17:20 PM ID: 141134393 | Please use stone where possible to blend in with the majority of houses on Sheffield Road. | | |
| 18 | 15/05/2020 09:55 AM ID: 141171683 | Don't build it in the first place!!!!! | | |
| 19 | 19/05/2020 20:59 PM ID: 141594780 | Leave some of the greenery/countryside that surrounds us rather thank taking it all. | | |
| 20 | 22/05/2020 19:03 PM ID: 141799266 | green walls<br>not too high to be seen over trees<br>control sign lighting to stop glare at night | | |
| 21 | 28/05/2020 08:46 AM ID: 140633851 | Height restrictions on the units so views can still be enjoyed by the community | | |
| 22 | 28/05/2020 19:52 PM ID: 142057085 | Single storey buidlings | | |
| 23 | 03/06/2020 00:07 AM ID: 142433014 | Hoyland common is a lovely and beautiful place to live and you want to come and destroy all the green we have and so close to the school | | |
| 24 | 03/06/2020 14:23 PM ID: 142470846 | As much as possible is needed as this was previously green belt land. | | |

## 14. Question 13

| 13. How can the impact of development be minimised on existing biodiversity features? (Please tick three options.) | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Introduce new areas for wildlife within the site (wet and dry areas) | | 67.69% | 44 |
| 2 | Deliver off-site biodiversity improvements Incorporate design features such as bat and bird boxes into the new housing and design new lighting so that it does not unsettle wildlife | | 24.62% | 16 |
| 3 | Develop landscaping schemes that encourage roosting, nesting, feeding and movement through the site | | 58.46% | 38 |
| 4 | Make sure that new ponds are clean and attractive to wildlife | | 33.85% | 22 |
| 5 | Identify opportunities for green roofs (partially or wholly covered with vegetation) | | 24.62% | 16 |
| 6 | Leave areas of grass to grow wild and create wildflower verges and meadows | | 50.77% | 33 |

## 13. How can the impact of development be minimised on existing biodiversity features? (Please tick three options.)

| | | Response Percent | Response Total |
|---|---|---|---|
| 7 | Include information boards and signage to educate residents | 10.77% | 7 |
| 8 | Other (please state): | 29.23% | 19 |

| Analysis | | | | | | |
|---|---|---|---|---|---|---|
| | Mean: | 11.65 | Std. Deviation: | 14.01 | Satisfaction Rate: | 123.52 |
| | Variance: | 196.39 | Std. Error: | 1.74 | | |

| | answered | 65 |
|---|---|---|
| | skipped | 0 |

Other (please state): (19)

| | | |
|---|---|---|
| 1 | 07/05/2020 13:51 PM ID: 140345637 | impact would be minimised by not building it at all. |
| 2 | 07/05/2020 17:48 PM ID: 140379955 | No development |
| 3 | 07/05/2020 18:47 PM ID: 140391281 | Lave as many existing trees and hedgerows in place and leave field margins as they are currently home to ground nesting birds such as skylarks. Include swift bricks in any new developments. |
| 4 | 12/05/2020 10:55 AM ID: 140835211 | All of the above need to be applied to help with the development. |
| 5 | 12/05/2020 18:10 PM ID: 140905308 | Again, leave all the wildlife and nature which is there already |
| 6 | 12/05/2020 20:53 PM ID: 140930707 | Do not build on areas of existing biodiversity features as such areas provide a kind of function to the ecosystem |
| 7 | 13/05/2020 11:24 AM ID: 140416862 | Don't build over the countryside when there other sites that can be used. |
| 8 | 13/05/2020 17:50 PM ID: 141032775 | None I don't want this to go ahead |
| 9 | 13/05/2020 17:53 PM ID: 141030377 | If you are that concerned with the destruction of wildlife I suggest you find alternative Brown Belt sites to build on and leave the Countryside be! There are plenty to build on! |
| 10 | 13/05/2020 19:31 PM ID: 141047675 | Again if I don't agree with it why should I select 3 options this survey is biased towards allowing the development |
| 11 | 13/05/2020 22:22 PM ID: 141060701 | You could also not destroy the existing wildlife and greenery by not going ahead with this plan. |
| 12 | 13/05/2020 23:12 PM ID: 141064050 | Leave as much if the area as is. |
| 13 | 14/05/2020 10:14 AM ID: 141083585 | Plant more trees on the site and not build on it |
| 14 | 14/05/2020 17:20 PM ID: 141134393 | All of the above please. We have lots of different species of birds, animals and butterflies and bats. |
| 15 | 15/05/2020 09:55 AM ID: 141171683 | DON'T BUILD IT |
| 16 | 19/05/2020 15:52 PM ID: 141570063 | Make sure the site is not invasive to existing residents and wildlife |
| 17 | 19/05/2020 20:59 PM ID: 141594780 | Leave some of the green areas that surrounds us rather than taking all of it. |
| 18 | 30/05/2020 22:15 PM ID: 142215216 | consider local residents |
| 19 | 03/06/2020 00:07 AM ID: 142433014 | It can't |

## 15. Question 14

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

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | Sustainable design and construction techniques (use local materials, incorporate solar panels, high insulation levels, orientate buildings to maximise solar gain) | 38.46% | 25 |
| 2 | Include landscaped areas that hold water during wet periods and encourage the recycling of rainwater | 58.46% | 38 |
| 3 | Promoting the delivery of renewable and low-carbon energy (solar panels, wind turbines) | 35.38% | 23 |
| 4 | Investment in green open spaces that can deliver a wide range of environmental benefits | 75.38% | 49 |
| 5 | Reduce energy use by incorporating energy efficiency measures in new homes and employment units (air-tight homes, insulated roofs, double glazing) | 47.69% | 31 |
| 6 | Include electric vehicle charging points | 24.62% | 16 |
| 7 | Other (please state): | 20.00% | 13 |

| Analysis | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Mean: | 10.89 | Std. Deviation: | 12.93 | Satisfaction Rate: | 131.54 | answered 65 |
| | Variance: | 167.2 | Std. Error: | 1.6 | | | skipped 0 |

Other (please state): (13)

| | | |
|---|---|---|
| 1 | 07/05/2020 13:51 PM ID: 140345637 | It shouldn't be built at all. |
| 2 | 07/05/2020 17:48 PM ID: 140379955 | No development |
| 3 | 10/05/2020 11:45 AM ID: 140479112 | Leave things as they are. |
| 4 | 12/05/2020 10:55 AM ID: 140835211 | All of the above |
| 5 | 12/05/2020 18:10 PM ID: 140905308 | Hiw can you build on a wooded area that has mining works underneath! It is a nonsense |
| 6 | 13/05/2020 11:24 AM ID: 140416862 | Don't build on greenspace/countryside when there are other sites that can be used. The covid pandemic has shown how important these greenspaces are for localpeople to walk, exercise and enjoy safely. |
| 7 | 13/05/2020 17:50 PM ID: 141032775 | None I don't want this to go ahead |
| 8 | 13/05/2020 17:53 PM ID: 141030377 | Reducing future impact on climate change .???...again if you are concerned about the impact on climate change why are you building on Greenbelt, encouraging more traffic into the area and destroying existing wildlife and flora and forna that are already established in combating Climate change! |
| 9 | 13/05/2020 19:31 PM ID: 141047675 | Again you have to select three option this survey is biased as I and many people do not agree with the development so why should we pick three options |

| 14. What areas do you consider to be important in achieving sustainable development and reducing future impacts on climate change? (Please tick three options.) | | | Response Percent | Response Total |
|---|---|---|---|---|
| 10 | 13/05/2020 21:45 PM ID: 141057729 | Utilise exiting brown field sites don't develop green belt land | | |
| 11 | 14/05/2020 10:14 AM ID: 141083585 | Leave the site alone | | |
| 12 | 15/05/2020 09:55 AM ID: 141171683 | DON'T BUILD IT | | |
| 13 | 28/05/2020 15:34 PM ID: 142100167 | Safeguard wildlife | | |

## 16. Question 15

| 15. The masterplan proposes to reduce the size of Rockingham Sports Ground to create a direct road that would divert traffic away from Hoyland Common and to reconfigure the sports ground pending its eventual relocation to land at Parkside. This would be in addition to the new cricket facility proposed on the land between Hoyland Common and the Dearne Valley Parkway as part of the Hoyland North Masterplan that was adopted by the Council last year. Do you? | | | | | | | Response Percent | Response Total |
|---|---|---|---|---|---|---|---|---|
| 1 | Support the reduction in the sports ground to allow a direct 40mph spine road | | | | | | 10.77% | 7 |
| 2 | Oppose the reduction in the size of the sports ground even if it means a less direct 30mph spine road | | | | | | 13.85% | 9 |
| 3 | Want to see Rockingham Sports Ground remain a sporting and community facility | | | | | | 49.23% | 32 |
| 4 | Support the eventual relocation of the sports and community facilities to land at Parkside | | | | | | 12.31% | 8 |
| 5 | Other (please specify): | | | | | | 13.85% | 9 |
| **Analysis** | Mean: | 3.05 | Std. Deviation: | 1.12 | Satisfaction Rate: | 51.15 | answered | 65 |
| | Variance: | 1.24 | Std. Error: | 0.14 | | | skipped | 0 |

| Other (please specify): (9) | | | |
|---|---|---|---|
| 1 | 07/05/2020 13:43 PM ID: 140343782 | If the option was used to relocate to Parkside as a member of the public who's home looks onto parkside we would require any buildings built in the new design to be built at the bottom of the field and not behind the current properties. if the home was built at the top of the field views would be lost, noise would travel to the homes easier. |
| 2 | 07/05/2020 13:51 PM ID: 140345637 | I don't want it built at all. |
| 3 | 07/05/2020 17:48 PM ID: 140379955 | No development just leave hoyland common alone |
| 4 | 07/05/2020 18:47 PM ID: 140391281 | I do not wish to see Rockingham sports ground relocated at all. It is part of the historical and cultural ties to our mining heritage, built and paid for by miners. A new |

**15. The masterplan proposes to reduce the size of Rockingham Sports Ground to create a direct road that would divert traffic away from Hoyland Common and to reconfigure the sports ground pending its eventual relocation to land at Parkside. This would be in addition to the new cricket facility proposed on the land between Hoyland Common and the Dearne Valley Parkway as part of the Hoyland North Masterplan that was adopted by the Council last year. Do you?**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| | | site would sever all links with Rockingham and would be much harder for Hoyland Common primary school to use the facilities. | | |
| 5 | 11/05/2020 15:57 PM ID: 140757129 | My problem is the plans to put the clubhouse on the parkside road field next to the existing houses When it should be at the bottom of the new roundabout. I live on parkside road and I suffer from ptsd for years of service in the armed forces and noise I can't control causes me anxiety and agitation, so could it be possible to move the clubhouse to the bottom of the field of the roundabout or on the old main road which could also serve as a ready made car park. Please show that these consultations aren't just a paper exercise and you do listen. | | |
| 6 | 13/05/2020 11:24 AM ID: 140416862 | Why change something that has been part of the community for decades and will disrupt and upset an important part of local life. | | |
| 7 | 13/05/2020 19:31 PM ID: 141047675 | This development should not be allowed and this survey is biased | | |
| 8 | 28/05/2020 08:46 AM ID: 140633851 | We live the rockingham Centre but we need the best solution to reduce the already dreadful traffic on Tankersley Lane | | |
| 9 | 29/05/2020 18:33 PM ID: 142169740 | | | |

## 17. Question 16

**16. If Rockingham Sports Ground is relocated to land at Parkside what uses would you like to see on the Sports Ground site:**

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | Small scale business uses to create further employment opportunities | 10.77% | 7 |
| 2 | Expansion of Hoyland Common Primary School | 21.54% | 14 |
| 3 | Public Open Space | 41.54% | 27 |
| 4 | Other (please state): | 26.15% | 17 |

| Analysis | | | | | | | Response Percent | Response Total |
|---|---|---|---|---|---|---|---|---|
| | Mean: | 2.83 | Std. Deviation: | 0.94 | Satisfaction Rate: | 61.03 | answered | 65 |
| | Variance: | 0.88 | Std. Error: | 0.12 | | | skipped | 0 |

Other (please state): (17)

| | | |
|---|---|---|
| 1 | 07/05/2020 13:51 PM ID: 140345637 | It shouldn't be built at all. |
| 2 | 07/05/2020 17:48 PM ID: 140379955 | None leave hoyland common alone |
| 3 | 10/05/2020 14:35 PM ID: 140483745 | Rockingham Sports Ground should not be split in to 2 sites. This needs to be kept as a single site to reduce the chances of vandalism and/or break ins. |
| 4 | 12/05/2020 10:55 AM ID: 140835211 | Additional housing, the development as a distinct lack of residential proposals. There is a definite lack of 3/4 bedroom houses in the local area. Not sure if you want to promote people living in the area they work or just proposing a nice link |

| 16. If Rockingham Sports Ground is relocated to land at Parkside what uses would you like to see on the Sports Ground site: | | | Response Percent | Response Total |
|---|---|---|---|---|
| | | road for people to leave the area. an expansion to the school would also need to be considered. | | |
| 5 | 12/05/2020 17:23 PM ID: 140876513 | School car park | | |
| 6 | 12/05/2020 20:53 PM ID: 140930707 | I have no wish what so ever of Rockingham Sports Ground being relocated it is the perfect site for sports and has been for decades and anyone with the slightest common sense would see that. The community center was recently refurbished to a high standard and cost which again would make a mockery of this project also any noise from the center when it has functions does not effect anyone | | |
| 7 | 13/05/2020 17:50 PM ID: 141032775 | None | | |
| 8 | 13/05/2020 17:53 PM ID: 141030377 | Leave it alone! | | |
| 9 | 13/05/2020 19:31 PM ID: 141047675 | This development should not be allowed and this survey is biased towards allowing it and manipulating us into agreement | | |
| 10 | 14/05/2020 10:14 AM ID: 141083585 | Leave it where it is as its had money spent on it recently, stop wasting our money | | |
| 11 | 15/05/2020 22:27 PM ID: 141231576 | See answer to Q16 | | |
| 12 | 19/05/2020 20:59 PM ID: 141594780 | New homes means more school places needed. Think about the children. | | |
| 13 | 21/05/2020 07:30 AM ID: 141670037 | Would like to see public open space but if your going to over populate the time I suppose our school will need to extend | | |
| 14 | 22/05/2020 09:58 AM ID: 141606981 | Development of new Health Centre to cope with additional residents | | |
| 15 | 29/05/2020 18:33 PM ID: 142169740 | sss | | |
| 16 | 30/05/2020 22:15 PM ID: 142215216 | health centre | | |
| 17 | 03/06/2020 00:07 AM ID: 142433014 | If it moves it could have a proper race track so people can go and run with having to be on the street and roads | | |

## 18. Question 17

| 17. How do you think the proposed development could improve your health? (Please tick three options.) | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Provide high-quality footpaths and cycle paths Incorporate trees and greenspace to improve the environment | | 76.92% | 50 |
| 2 | Deliver high quality streets and spaces to encourage walking and cycling | | 40.00% | 26 |
| 3 | Incorporate design features to minimise noise pollution | | 60.00% | 39 |

## 17. How do you think the proposed development could improve your health? (Please tick three options.)

| | | Response Percent | Response Total |
|---|---|---|---|
| 4 | Promote inclusive design principles to make sure all spaces and buildings are accessible to all members of the community | 13.85% | 9 |
| 5 | Incorporate design features to minimise air pollution | 69.23% | 45 |
| 6 | Other (please state): | 40.00% | 26 |

| Analysis | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Mean: | 9.78 | Std. Deviation: | 11.72 | Satisfaction Rate: | 135.69 | answered 65 |
| | Variance: | 137.43 | Std. Error: | 1.45 | | | skipped 0 |

Other (please state): (26)

| | | |
|---|---|---|
| 1 | 07/05/2020 10:50 AM ID: 140328044 | While I think that it might have some benefits to health. The removal of a community centre would counter those. |
| 2 | 07/05/2020 13:04 PM ID: 140340500 | I don't. |
| 3 | 07/05/2020 13:51 PM ID: 140345637 | It will have a massively negative impact on my mental health. |
| 4 | 07/05/2020 17:48 PM ID: 140379955 | Leave hoyland common alone,no development |
| 5 | 07/05/2020 18:47 PM ID: 140391281 | As the plan will destroy wildlife habitat it is imperative that large areas for this should be created, a large nature reserve where endemic species such as hawthorns can still be seen to bloom in spring, and birds like skylarks can be heard to sing. This is vital for maintaining the well being of local residents. |
| 6 | 12/05/2020 10:55 AM ID: 140835211 | All of the above need to be considered. |
| 7 | 12/05/2020 13:51 PM ID: 140853863 | The development need to remain small an unobtrusive. I bought my house because of it view and lived in Hoyland all my life. I find it stressful thinking about more traffic slowing my commute, more people demanding from stretched resources such as Drs surgeries, schools etc. Hoyland's appeal was that of a close knit village community. Nobody wants redevelopment and the plans for Hoyland south are barbaric to the countryside |
| 8 | 12/05/2020 18:10 PM ID: 140905308 | Leavs it alo e |
| 9 | 12/05/2020 20:53 PM ID: 140930707 | If anything the development would not improve my health on the contrary it would have a negative effect to my health. |
| 10 | 13/05/2020 11:24 AM ID: 140416862 | Leave it as it is now and build in a more suitable place for industrial use and not over greenspace/countryside whilst destroying a green environment. |
| 11 | 13/05/2020 17:50 PM ID: 141032775 | None its fine as it is |
| 12 | 13/05/2020 17:53 PM ID: 141030377 | How are you going to improve health by creating more pollution - how much pollution do you think occurs when you rip out exisiting countryside and construct houses and business units, creating yet another concrete jungle that will no doubt put even more stress on the local water and waste drainage systems, increase the risk of flooding , add to the light pollution and add to the over population of our schools and dentists and doctors! I note that there are no plans to create any new schools or other services for the local community, just more houses and more money for Barnsley Council to charge business rates on and make more money from the destruction of green space! |
| 13 | 13/05/2020 19:31 PM ID: 141047675 | Again you have to select three option this survey is biased as I and many people do not agree with the development so why should we pick three options |

| 17. How do you think the proposed development could improve your health? (Please tick three options.) | | | Response Percent | Response Total |
|---|---|---|---|---|
| 14 | 13/05/2020 21:45 PM ID: 141057729 | This development cannot improve mine or my families health it only serves to damage it with significant increase in traffic pollution, dangerous roads and impact education. | | |
| 15 | 13/05/2020 22:22 PM ID: 141060701 | It will not improve my health. I spend a lot if my free time walking along the very paths you are planning to get rid off. My children spend a lot of time climbing trees in Skiers Sprung Woods or in the land behind the graveyard. We use it as an escape for mental health and fitness and mindfulness. Getting rid of all of the green land will ensure a deterioration of all of our health and wellbeing. | | |
| 16 | 14/05/2020 07:14 AM ID: 141071357 | It wouldn't with more traffic in the area | | |
| 17 | 14/05/2020 10:14 AM ID: 141083585 | How is more housing and warehousing going to improve health, its next to a motorway ffs. | | |
| 18 | 14/05/2020 12:16 PM ID: 141102622 | It will not improve my health at all!!! If anything it will have a huge impact on my mental health as I have just spent a massive amount of money on my house and 1 of the things I incorporated was a look out window at the top of my house so that when I am starting to feel low I can look out onto the gorgeous views and regain my composure!!!! If this is taken away I know my mental health will be massively effected!!! | | |
| 19 | 14/05/2020 17:20 PM ID: 141134393 | By removing the vehicular traffic coming up and down Tankersley Lane please. Also, please do not encourage Hermes to locate their MASSIVE development behind our homes. | | |
| 20 | 15/05/2020 09:55 AM ID: 141171683 | This will not improve my health. This has already increased my stress levels just looking at the plan and imagining how everyone's health will be damaged with more traffic and pollution | | |
| 21 | 19/05/2020 10:56 AM ID: 141536638 | It will reduce my health as more pollution and less green space. | | |
| 22 | 21/05/2020 07:30 AM ID: 141670037 | Apply more funds towards local police teams to support managing behaviour | | |
| 23 | 26/05/2020 22:14 PM ID: 141994672 | This is not going to improve anyone's health. | | |
| 24 | 27/05/2020 20:52 PM ID: 142060558 | the road situation could cause a lot of aggravation and stress for people | | |
| 25 | 28/05/2020 19:52 PM ID: 142057085 | None, removal of green spaces, increased pollution. | | |
| 26 | 29/05/2020 18:33 PM ID: 142169740 | mm | | |

19. Question 18

| 18. Please write other comments you may have here in relation to the draft Masterplan Framework: | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Open-Ended Question | | 100.00% | 48 |
| 1 | 07/05/2020 11:47 AM ID: 140335265 | The plan will see hoyland become a less attractive, part countrywide place. This should be built on brown belt land not on the existing green space. Traffic will build up and more accidents will occur. Residents will move out and the resident type will be less desirable. | | |

**18. Please write other comments you may have here in relation to the draft Masterplan Framework:**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 2 | 07/05/2020 13:04 PM ID: 140340500 | I recently bought a house on Parkside Road and had no idea about the proposed planning (which is an issue we've brought up with our solicitor). However I'm disappointed by what seems a lovely green community is now going to be turned into a congested ugly industrial estate. We moved away from the city out towards the countryside due to the more relaxed and eco friendly lifestyle however I am deeply saddened that it is now going to be turning into yet another eyesore with the existing wildlife scared off and becoming an overpopulated industrial site. I'm happy for housing and small office blocks but the proposed industrial side is disheartening. I'm really sad and disappointed about this as I was once in love with Hoyland Common, and since finding out about this proposal, I've already started looking at moving into other areas that appreciate and keep the existing green belt. And I don't think I'll be the only one. Shame on you for ruining a once lovely and sought after area, just to earn yourselves a bit of extra money. In these times as the corona virus has shown, people need their green space and local walking routes and I think it would be a massive shame to get rid of all of these for a horrid Hermes warehouses among the rest. Shame on you Barnsley City Council. | | |
| 3 | 07/05/2020 13:43 PM ID: 140343782 | The main issues i have is all of the development in the area has had no thought into how this will effect schools, doctors etc as these are already full. More housing will only increase the already strained local services.<br><br>While i new link road will help with removing traffic from the centre of hoyland common the roads and paths still need to be maintained to a high standard as traffic from elsecar etc will still use this.<br><br>The development on parkside field means a large walking area / conservation area will be lost which is used by a large amount of the community for walks, running, dog walking etc.<br><br>If development of parkside was to occur as per the design i believe the new building would require placing at the bottom of the field as the current location is behind the properties. As a member of the public who lives in a property looking on parkside field this would effect our current view along with creating issues of noise and pollution problems as the building would be close to the back gardens and also the car park will mean pollution entering the back garden where children play. | | |
| 4 | 07/05/2020 13:51 PM ID: 140345637 | This shouldn't be built at all. | | |
| 5 | 07/05/2020 17:48 PM ID: 140379955 | I was born in hoyland common and lived there all my life,I'm proud to be from a nice quiet little village with great scenery and great people.Now that great little village is slowly being ruined by the greedy council bosses who don't give a rats arse about people like me or my neighbours,it's over populated,99 times out 100 I can't park outside my own house cos parking is a nightmare,traffic can be a nightmare and you want to makes things worse by developing more houses and commercial buildings whilst ruining the local scenery and wildlife.How about you think of people who were born there instead of lining your own pockets up in your private mansion in cawthorne or somewhere posh like that,no development | | |
| 6 | 07/05/2020 18:47 PM ID: 140391281 | This master plan has to be seen in relation to the other master plans, especially the master plan for Hoyland south, which will see the desecration of green space and a vital habitat for many ground nesting birds.<br>On the 6th and 7th May I observed 3 male skylarks singing in the land at park side, as they do each year, nesting in field margins. This bird is a protected species and on the conservation red list. The entire site of the master plan is home to some of the last remaining extensive hedgerows in the area and Barnsley council have a duty to protect these as they are of vital importance for a variety of threatened bird species.<br>The loss of so much green space around Hoyland can only be detrimental to the health and well being of the local residents. So many people have been out and about during the current lockdown, enjoying the views, wildlife and green space. This is far more valuable than the development of more cookie cutter warehouses for the likes of Hermes who pay low wages & built by private firms based in Rugby (no benefit to Barnsley) This is not the high quality employment that we want to | | |

**18. Please write other comments you may have here in relation to the draft Masterplan Framework:**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| | | attract.<br>The development would result in an increase in traffic volume, resulting in increased air pollution effecting the health of residents in a deprived area where standards of health are already lower than the national average. C02 emissions are bound to increase in opposition to the councils pledge to be carbon neutral by 2045. This consultation must be extended as many people who want to comment do not have access to or are not computer literate. Libraries are closed so they have lost their democratic right to comment.<br><br>The resisting of Rockingham sports ground is entirely unacceptable. It was paid for by miners and has been in its current location for over 100 years. Moving it after such an expensive recent upgrade is unwarranted. After all it provides a great service for local people. I feel strongly this will break the link between Rockingham and our mining heritage. The development so near to a primary school is also an issue. Surely school will be disrupted by noise and dust from such major works & children will be subject to increased levels of air pollution. The school will also loose its close ties with Rockingham as it will no longer be in walking distance, | | |
| 7 | 10/05/2020 11:45 AM<br>ID: 140479112 | I really don't want this development to go ahead. I enjoy the views I have whilst out walking in the area, the green spaces are important to the community. I am concerned that the development will cause traffic problems and disruption when the building starts and will kill off the community. | | |
| 8 | 10/05/2020 14:35 PM<br>ID: 140483745 | The proposed plots 1 and 2 should not be allowed to function 24 hours a day. This will increase noise pollution, light pollution and air pollution.<br><br>Sheffield Road does not require speed bumps as this will become a secondary road. The new spine road should have a speed limit of 30mph.<br><br>Tankersley Lane should remain open but needs attention and should be resurfaced due to the quality of the road surface. This link is imperative due to the schools and nursery facilities as well as allowing residents from Tankersley access to shops in Hoyland Common without adding more traffic over the M1 roundabout and Birdwell roundabout. With the introduction of the Hoyland North masterplan and Hoyland South masterplan this increase in traffic will make these roundabouts a grid lock with Tankersley Lane.<br><br>The new developments must be well camouflaged by trees to minimise the impact on the surrounding areas. They must also not be allowed to built too high in order to maintain views across the valley. This is an area that is semi rural and does not want to be overdeveloped just because it has good transport links to the M1. There are already many empty units and plenty of room for development at J35 (Smithywood), empty units at J37 Capitol Park and Dodworth Business Park. Be careful not to just build for the sake of building if these units then lay empty. If this area is developed it must be highly maintained and not allowed to become an eyesore.<br><br>With the introduction of housing in the Hoyland North, Hoyland South and some in Hoyland West masterplans, there needs to be more thought on schools, GP practices, Dentists and other local amenities. The bus route should not be diverted through the proposed Spine Road away from Hoyland Common. This is required as there are elderly residents within this area who rely on public transport. | | |
| 9 | 11/05/2020 15:57 PM<br>ID: 140757129 | My problem is the plans to put the clubhouse on the parkside road field next to the existing houses When it should be at the bottom of the new roundabout( see my previous comments) otherwise I'm not opposed to the majority of the plans as long as you do listen to the people of hoyland common and show you are willing to tweak the plans and this isn't just a paper exercise. | | |
| 10 | 12/05/2020 10:46 AM<br>ID: 140483533 | For me as a resident Of Westwood New road the most worrying aspect of this Is the future of tankersley lane. We are already a rat run for the M1 and effectively closing tankersley lane to through traffic will only make this worse. Plus Vehicular access for this community to our nearest facilities shops Leisure drs etc is via tankersley lane. Tankersley has no facilities of its own, and I think this plan ignores | | |

**18. Please write other comments you may have here in relation to the draft Masterplan Framework:**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| | | that fact,and whilst not impossible To take alternative routes I grant you, the plans make the journey longer and more complicated and defeat the green objectives the pan promotes. | | |
| 11 | 12/05/2020 10:55 AM ID: 140835211 | As stated previously, my personnel opinion is that there is a lack of residential development on the masterplan, plots 3/4 would be ideal opportunity and I feel, in the short term, this would help the local area more as it would bring more jobs to LOCAL people.<br><br>There is too much commercial development being proposed in line with the recent planning application off Dearne Valley parkway and the failings of the previous commercial units in the area. the other units in the area took a while to be occupied, lessons need to be learnt from the failings of the development of junction 37, lack of housing and over provision of commercial units. | | |
| 12 | 12/05/2020 13:51 PM ID: 140853863 | There plans for roads networks are insufficient for the number of businesses and homes. If there are to be homes I would like to see the majorIt's 1-2 bed bungalows for single older people or couples; single story homes would be less of an eye-sore. But echoing what has been said on local social media forums the residents of Hoyland and Hoyland Common do not want these developments at all. | | |
| 13 | 12/05/2020 17:23 PM ID: 140876513 | Make it more people friendly | | |
| 14 | 12/05/2020 18:10 PM ID: 140905308 | It is a nonsense to build units on fields and wooded areas when there are many laying unused. Leave Hoyland alone | | |
| 15 | 12/05/2020 20:53 PM ID: 140930707 | I am totally against the relocation of the Rockingham sports ground and the building of industrial units or other buildings on the Parkside greenbelt. All the proposals would have a negative effect on the community of Hoyland Common there would be an increase in traffic and noise pollution creating a very unhealthy environment.<br>If as I suspect none of my comments are taken into account would it be possible for someone on the planning have the site of the community building relocation at Parkside to be placed at the bottom of the field away from the dwellings to reduce noise when events are held there.<br>People in planning never take into account the lives of the people that have lived in the area for years they only see the pound signs. | | |
| 16 | 13/05/2020 11:24 AM ID: 140416862 | I have written continuously throughout the survey my disapproval for the use of the local countryside to build industrial units when other sites are around the area. Why destroy countryside which is so beautiful and during the covid pandemic has been so very much appreciated by the local community.<br>Please reconsider and look at other sites before rushing roughshod over our lovely area of natural beauty. | | |
| 17 | 13/05/2020 13:42 PM ID: 140998964 | I fully understand the reasons for development however, as a person who has lived in Hoyland Common all my life I am looking at moving out of the area, this is because all of the planning proposals starting at the Dearne Valley bypass and extending to the south of Hoyland Common. These proposals will create an island of housing surrounded by commercial property and with the best will in the world you will not reduce pollution at any level, indeed the pollution on all levels will increase.The proposal of removing an amenity asset such as the Rockingham Sports Ground that was donated to the council and the people of Hoyland Common and surrounding areas by Rockingham colliery is a disgrace and a contradiction to Barnsley council's attitude to the population of Hoyland Common | | |
| 18 | 13/05/2020 15:53 PM ID: 141019661 | Leave Rockingham sports ground as it is, it's used for local football, cricket, and archery clubs as well as youth sports training | | |
| 19 | 13/05/2020 17:16 PM ID: 141028348 | I think that the council should leave things as they are,they have made such a mess of birdwell,it used to be easy to get from hoyland common into birdwell ,now it is a nightmare,please do not go ahead with this crazy idea | | |

**18. Please write other comments you may have here in relation to the draft Masterplan Framework:**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 20 | 13/05/2020 17:50 PM ID: 141032775 | I oppose to this going ahead, making Hoyland Common more industrialised will not improve the environment. There are empty industrial units on Platts Common industrial estate, why not develop more on there or continue where you have started on the Dearne Valley, therefore making more disruption to another part of the area. | | |
| 21 | 13/05/2020 17:53 PM ID: 141030377 | I think the whole plan is a total disgrace and quite obviously this consultation will not be taken any notice of! You already have plans through to the Land Registry stage which just goes to show you have every intention of going ahead with this development whatever the outcome of this consultation! You are destroying green spaces for the greed of your own pockets! Hoyland does not want, nor need any further Commercial development! You have all the space you need along the Deam Valley Parkway you built! The traffic on and off the Motorway at Junction 36 is already dangerous and a nightmare to negotiate for local residents ! You add all these commercial and residential developments into the mix and it will be carnage! You would be better off looking to create a junction straight off the M1 into the Commercial site! That will be the only way you will reduce traffic! Quite frankly I hope that you reconsider the whole development before you ruin a once lovely place to live! I could cry just looking at your plans for this Green Space that is already in such scarce commodity around Barnsley and the surrounding area! You at Barnsley Council have no other consideration other than lining your pockets ! The commercial units will be an eyesore and a blot on the landscape! You will create more traffic along Sheffield Road, not less! How do you think people will try to find a quicker route to get to work other than your ""spine roads"" They will go through Hoyland, they will come through Chapeltown up Sheffield Road , they will drive through Harley and Wentworth! But you think that by the introduction of one spine road that this will not happen! Your planning department need to take a long hard look at themselves if they let this plan go through! An absolute disgrace from start to finish, Barnsley Council should be ashamed of themselves! Destruction of Green space for nothing but profit! | | |
| 22 | 13/05/2020 19:31 PM ID: 141047675 | Should not be allowed your survey is biased towards making sure it happens however you constantly reject proposals that would benefit the Tankerskey area by rejecting the Piley Pocket Park bistro proposal. This development is a joke and will create an eyesore of empty buildings at a time when we are in recession | | |
| 23 | 13/05/2020 19:36 PM ID: 141047616 | Don't close Tankersley Lane to local traffic. Place a requirement of BREEAM Excellent on all phases of the Development. | | |
| 24 | 13/05/2020 21:45 PM ID: 141057729 | This development will significantly damage the environment around the Hoyland area, impact facilities and services, education facilities, sport and leisure. We already suffer from appalling traffic congestion around junction 36, this will increase and result in both domestic and industrial traffic increases on other routes, down Tankersley Lane, Westwood new road and new road to access junction 36, 37 and routes to Manchester.<br>Schools will be affected, crime will increase around the area which is already on the rise.<br>There's already many developments that have affected this area and impacted residents, Enterprise 36, retail and supermarket developments at Birdwell/Jct 36, Tankersley/Wharnecliffe roundabout what was a desirable place to live is rapidly deteriorating which will result in residents moving away from the area, affecting housing, crime, finance and infrastructure.<br>Traffic and disruption will be terrible during construction and development, the area can barely cope now with traffic at peak periods the introduction of this will be unbearable for residents, I fear for my young family with more traffic, lorries, and delivery vehicles added to the area, it's dangerous enough as it is now, safe green space will be reduced, local wildlife destroyed, if this is to proceed my family and I will be leaving the area. | | |
| 25 | 13/05/2020 22:22 PM ID: 141060701 | I believe that this is a shocking plan.<br>Hoyland prides itself on its greenery, village feel and friendliness.<br>As I mentioned before, the wildlife seen around is astonishing. Hawks, owls, squirrels, rabbits and even foxes. Ancient trees, oaks that my children and I call ""our trees"". Long walks providing wellbeing, discoveries, education. Wild garlic, elderflower, blackberries to forage and enjoy eating at home. To destroy all this | | |

**18. Please write other comments you may have here in relation to the draft Masterplan Framework:**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| | | would be criminal. It is very important to the many who rely on nature for wellbeing and exercise.<br>Moreover, the way to Hoyland Common Primary School is dangerous enough as it is. More traffic would mean endangering our children's lives. The school has already had to ask for traffic police officers to monitor the situation because of children being hit by speeding cars during the school drop off.<br>There is no need to further deface the sight of Hoyland, especially since the Birdwell roundabout is already an abomination full of fast food, unhealthy eateries which do nothing but provide more opportunity to make the population unhealthy.<br>I fear for my future, the future of my children and the future of beautiful Hoyland/ Hoyland Common. And I especially fear for the future of the abundant wildlife present all around us at the moment. | | |
| 26 | 13/05/2020 23:12 PM<br>ID: 141064050 | This development is not wanted or needed for the area. At no point as the developers or the local council listened to its community. Barnsley is no longer a desirable place to live. | | |
| 27 | 14/05/2020 10:14 AM<br>ID: 141083585 | Leave the area alone, it's green fields and countryside. The area is busy enough. I know it's all signed and done and this survey is just a load of rubbish, when building does start I hope we all get compensation for sitting at traffic lights for hours while no builder is in sight. | | |
| 28 | 14/05/2020 12:16 PM<br>ID: 141102622 | This development will be devastating to not only me, my neighbours and the village; but also all of the wildlife that lives there!!!<br>There is enough development taking place at Birdwell and Dearne Valley and plenty of empty units at Blacker Hill, we do NOT need anymore sites building and natural beauty destroyed!!!!! | | |
| 29 | 14/05/2020 16:41 PM<br>ID: 141135902 | In light of the constraints to expansion that COVID 19 has highlighted-for example, social distancing, inability to car share, inability to use public transport, whilst correctly social distancing--how, and in what way, will the Council be taking these new measures into consideration?<br>The A6135 continues to regularly flood, especially under the iron bridge, in spite of large amounts of time and money being spent upon flood prevention. Will further attempts be now made to prevent flooding? | | |
| 30 | 14/05/2020 17:20 PM<br>ID: 141134393 | We really did not want Hoyland Common to change or be expanded as we already experience the impact of the very busy road system through our homes and immediately around. We try to encourage wildlife and look after the flora and fauna around our home and we do not want that to change. We have regularly seen hedgehogs, squirrels, pheasants, partridges, rabbits and all sorts of birds, butterflies and moths. We also see bats and on one occasion had a deer on our back lawn. At the end of the day Hoyland Common is a mining community and we are very proud of our Barnsley heritage - we do not want this spoiling. If you can develop the land whilst retaining all the good in the area then that would be very welcome as we reluctantly realise that our home village is going to change. We have always appreciated the countryside around our home and particularly now during the lockdown. The countryside we can easily walk to has been our lifeline and is helping us to keep fit and help our mental health. Traffic pollution in normal times is sometimes horrendous and we do not want anything that will make this worse.<br><br>Finally please try and rid Tankersley Lane of all the traffic. This will not only improve our health and well-being but also will be some compensation to us for losing the heart of our village. Please try and make our village attractive in whatever you decide.<br><br>This is a very distressing time with the Covid-19 and the extra stress this proposed development is putting on us all is pushing us to the edge. It is a major development in a very small area at the end of the day. It seems unfair that the residents of one small village, already blighted by a massive road network, should suffer further distress. Anything that can be done, should be done to alleviate our worries for the future. Let some other areas take their share. We would be grateful for your feedback. Thank you. | | |

## 18. Please write other comments you may have here in relation to the draft Masterplan Framework:

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 31 | 14/05/2020 23:06 PM ID: 141161687 | I hope you consider the massive traffic implications with this new project. I am all for moving with the times and developing but I hope it doesnt end up like the bottle neck at Birdwell near the Aldi | | |
| 32 | 15/05/2020 09:55 AM ID: 141171683 | I feel this development is not needed. There are warehouses not utilised on industrial estates already built further down Dearne Valley Parkway. Those areas are more suited to this type of development. These will be an eyesore and the increase in traffic to these work areas and the goods vehicles in and out will be awful.The need for office spaces will most likely be in decline after Covid as a lot of businesses will be providing home working so building these will most likely leave them empty. I don't think more residential is required in that area as there are already plots being built in the local area and further areas designated. This is going to put even more pressure on local services. This is a lovely area and just because there are open green spaces does not make it OK to fill it up with buildings. This is pure greed from the Council. I am in despair at yet another development in this area, it makes me so angry as the area I loved is being ruined. I am now considering the option to move but am now worried all this work damaging the rural area,the nature, the aesthetics of the buildings and increase in traffic will now negatively affect my house price!<br>The mining area was not a good looking place in the past, but look at it now, it's lovely! Please do not ruin the area and go ahead with this development it is a waste of money and is not needed. | | |
| 33 | 15/05/2020 22:27 PM ID: 141231576 | I am very strongly against the closure of Tankersley Lane to traffic. This is not good for the residents of Pilley and tankersley who regularly visit Hoyland Common facilities.<br><br>This is also not good for the ancinet church of Tankersley St Peter's that enjoys a large congregation of around 50/60 with many driving to church via Tankersley Lane.<br><br>i am also unhappy with the structure of this consultation form in which those consulted are forced to choose three options on some of the questions in order to proceed to the following sections of the form. | | |
| 34 | 19/05/2020 10:56 AM ID: 141536638 | Please consider current residents and our green space. | | |
| 35 | 19/05/2020 20:59 PM ID: 141594780 | Either the plans are inaccurate or you are compulsory purchasing land from Tankersley Lane residents without their knowledge.<br>It doesn't appear that you are considering the impact on local amenities such as schools, doctors, dentists, shops (particularly food) or providing playground/park areas for families and children. All of these such amenities will need to be provided to make the project successful.<br>You are obliterating all of the green space in this area. | | |
| 36 | 20/05/2020 00:15 AM ID: 141601718 | too much housing and industrial development in beautiful countryside | | |
| 37 | 21/05/2020 07:30 AM ID: 141670037 | I have lived in Hoyland since birth (37 years) and have welcomed many changes over the years. However I feel the plan is to totally over saturate the town and surrounding areas with additional housing, schools are already brimming.<br><br>The residents of the town love our surrounding green spaces,<br>Your proposal to upturn most of them to build areas for employment is bizarre when you don't actually know what type of employment you are creating. If there is no specific demand from a certain sector why are you randomly erecting new buildings? If you struggle to fill these what's the plan then? Will the money deplete to relocate the sports facilities, so we just loose them altogether?<br>You need to be clear on which specific industries will take on this new space, the impact will vary greatly and thereby our opinions.<br><br>I agree Sheffield road needs to be made safer and heavier traffic diverted away from here regardless of development. | | |

**18. Please write other comments you may have here in relation to the draft Masterplan Framework:**

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 38 | 22/05/2020 09:58 AM<br>ID: 141606981 | We are residents of 21A Tankersley Lane. The draft masterplan framework shows the proposed residential development infringing onto our land. We wrote to Barnsley Planning department early this year to say we are strongly opposed to this and do not want our land to be considered in the masterplan framework. We would therefore like our land to be removed from the masterplan framework before the next stage of the planning process. | | |
| 39 | 22/05/2020 19:03 PM<br>ID: 141799266 | it was very difficult getting registered onto this site<br>there were ""controlling factors"" that forced 3 options to be marked to enable moving to next page<br>I did not want the 3 options<br>and sometimes none of the options were appropriate<br>there was limited opportunity to keep as many routes<br>a. over the M1<br>b. to tankersley and pilley<br>c. to promote business in Hoyland and Hoyland Common<br>The traffic routes were either doctored to stop a correct note of preferred route or poorly set questions where options on brief was options 1, 2, 3, and in the consultation doc there was no similar option except an a, b, c, question with no details which was which<br><br>the jnt 36 roundabout is hated by all residents and motorists<br>adding significant to traffic will make this route more painful<br>closing tankersley lane would add 25% mileage to my journey<br>would require I go onto a more dangerous trunk road and queue to get either to the shops in Hoyland Common<br>if I travel via Birdwell it is longer again and I have to turn right onto 2 main roads, dangerous | | |
| 40 | 26/05/2020 22:14 PM<br>ID: 141994672 | The plans drawn up and released are by someone paid a lot of money that does not live here and probably never visited. | | |
| 41 | 27/05/2020 20:52 PM<br>ID: 142060558 | think about access for residents and the implications of restricting traffic given hw the roads can be very treacherous in winter. especially pillage as its a steep hill in and out of the village with numerous accidents over the years | | |
| 42 | 28/05/2020 08:46 AM<br>ID: 140633851 | Myself and my family live at 17 Tankersley Lane, according to the plans there will be houses on at the back of our garden which isn't a problem in itself. There is a thick tree boarder on the back of the gardens with the trees being on the land that the council are buying. The gardens are home to many different birds and butterflies We hope this will be left to prevent noise, ensure privacy and more importantly protect the wildlife.<br>The biggest issue is the traffic, during the rush hour it's horrendous, most days there is traffic queuing from the start of the sports ground down the lane to the lights and because cars are parked on the road its chaos. This wasn't the case a few years ago, this is since the Birdwell roundabout changes, cars have been using Tankersley Lane as a cut through. Even throughout the day car speed up and down.<br>I'm sure you will go ahead with these plans but if you do Tankersley Lane needs to be a no through road for cars or there's going to be a serious accident on here. | | |
| 43 | 28/05/2020 15:34 PM<br>ID: 142100167 | I would like Tankersley Lane to be closed to traffic.As much of the green belt should be retained and trees and shrubs planted to disguise any new buildings.Wild life should be preserved by developing natural green areas with trees and shrubs.<br>Noise and air pollution should have serious consideration in any future developments. | | |
| 44 | 28/05/2020 19:52 PM<br>ID: 142057085 | This just seems to be moving one road to another location, and cutting routes between villages.<br><br>Main routes will be busier and access to current shops restricted.<br><br>Increased cars from new businesses, and housing removal of green spaces and community facilities. | | |

| 18. Please write other comments you may have here in relation to the draft Masterplan Framework: | | | Response Percent | Response Total |
|---|---|---|---|---|
| | | This should be positioned along the derne valley park way.<br><br>More thought and planning required.<br><br>Involve people in the local area.<br><br>Barnsley council do not seem to be consistent in their approaches. | | |
| 45 | 29/05/2020 18:33 PM<br>ID: 142169740 | hhhh | | |
| 46 | 30/05/2020 22:15 PM<br>ID: 142215216 | Make sure there is no encroaching on to private land or other peoples property on Tankersley Lane. | | |
| 47 | 03/06/2020 00:07 AM<br>ID: 142433014 | With all the new houses being built how do you plan to make room within schools. My daughter is currently at Hoyland but will be moving to kirk balk in 2 years time do you expect her to go to other schools which are bus rides away I don't drive and kirk balk is in walking distance. Kirk ball is already at capacity how can you make sure that the children that already live here get a place first. | | |
| 48 | 03/06/2020 14:23 PM<br>ID: 142470846 | We live right on the very edge of this proposed development, and when we purchased our home, it was until now, in green belt land. With that in mind if this development has to go ahead, we would like to preserve as much scenery and fauna and flora as possible for future generations to enjoy. | | |
| | | | answered | 48 |
| | | | skipped | 17 |

## 20. Equality Monitoring Questions (Optional)

| 19. Gender Are you? | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Male | | 42.62% | 26 |
| 2 | Female | | 52.46% | 32 |
| 3 | Prefer not to say | | 4.92% | 3 |
| **Analysis** | Mean: 1.62 \| Std. Deviation: 0.58 \| Satisfaction Rate: 31.15<br>Variance: 0.33 \| Std. Error: 0.07 | | answered | 61 |
| | | | skipped | 4 |

| 20. Age (please tick) | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | 0-16 | | 0.00% | 0 |
| 2 | 17-20 | | 3.23% | 2 |
| 3 | 21-30 | | 8.06% | 5 |
| 4 | 31-40 | | 29.03% | 18 |

## 20. Age (please tick)

| | | Response Percent | Response Total |
|---|---|---|---|
| 5 | 41-50 | 24.19% | 15 |
| 6 | 51-60 | 12.90% | 8 |
| 7 | 61-70 | 17.74% | 11 |
| 8 | 71-80 | 1.61% | 1 |
| 9 | 80+ | 3.23% | 2 |

| Analysis | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Mean: | 5.11 | Std. Deviation: | 1.55 | Satisfaction Rate: | 51.41 | answered 62 |
| | Variance: | 2.39 | Std. Error: | 0.2 | | | skipped 3 |

## 21. Disability Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Please tick)

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | Yes, limited a lot | 3.23% | 2 |
| 2 | Yes, limited a little | 4.84% | 3 |
| 3 | No | 91.94% | 57 |

| Analysis | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Mean: | 2.89 | Std. Deviation: | 0.41 | Satisfaction Rate: | 94.35 | answered 62 |
| | Variance: | 0.16 | Std. Error: | 0.05 | | | skipped 3 |

## 22. White

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | British, English, Scottish, Welsh, or Northern Irish | 96.77% | 60 |
| 2 | Irish | 1.61% | 1 |
| 3 | Gypsy or Irish Traveller | 0.00% | 0 |
| 4 | Any other white background | 1.61% | 1 |

| Analysis | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Mean: | 1.06 | Std. Deviation: | 0.4 | Satisfaction Rate: | 2.15 | answered 62 |
| | Variance: | 0.16 | Std. Error: | 0.05 | | | skipped 3 |

If other, please state: (1)

| | | |
|---|---|---|
| 1 | 13/05/2020 11:24 AM ID: 140416862 | Why is this relavant? |

## 23. Mixed/multiple ethnic groups

| | | Response Percent | Response Total |
|---|---|---|---|
| 1 | White and Black Caribbean | 100.00% | 1 |

## 23. Mixed/multiple ethnic groups

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 2 | White and Black African | | 0.00% | 0 |
| 3 | White and Asian | | 0.00% | 0 |
| 4 | Any other mixed background | | 0.00% | 0 |
| **Analysis** | Mean: 1 Std. Deviation: 0 Satisfaction Rate: 0 Variance: 0 Std. Error: 0 | | answered | 1 |
| | | | skipped | 64 |

If other, please state: (1)

| | | |
|---|---|---|
| 1 | 13/05/2020 11:24 AM ID: 140416862 | Why is this relavant? |

## 24. Asian or Asian British

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Indian | | 0.00% | 0 |
| 2 | Pakistani | | 0.00% | 0 |
| 3 | Bangladeshi | | 0.00% | 0 |
| 4 | Chinese | | 0.00% | 0 |
| 5 | Any other mixed background | | 0.00% | 0 |
| | | | answered | 0 |
| | | | skipped | 65 |

If other, please state: (1)

| | | |
|---|---|---|
| 1 | 13/05/2020 11:24 AM ID: 140416862 | Why is this relavant? |

## 25. Black or Black British

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Caribbean | | 0.00% | 0 |
| 2 | African | | 0.00% | 0 |
| 3 | Any other Black, African or Caribbean background | | 0.00% | 0 |
| | | | answered | 0 |
| | | | skipped | 65 |

If other, please state: (1)

| | | |
|---|---|---|
| 1 | 13/05/2020 11:24 AM ID: 140416862 | Why is this relavant? |

## 26. Other ethnic group

| | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Arab | | 0.00% | 0 |
| 2 | Any other ethnic group | | 0.00% | 0 |
| | | | answered | 0 |
| | | | skipped | 65 |

If other, please state: (1)

| | | |
|---|---|---|
| 1 | 13/05/2020 11:24 AM<br>ID: 140416862 | Why is this relavant? |

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